


DIAMONDS SILVERWARE

WATCHES JEWELRY



The largest stock in British Columbia to select from, and everything absolutely guaranteed to be as represented.

BUILD
..YOURSELF UP FOR WINTER..
BY USING
VIN MARIANI.
A PERFECT TONIC.
HUDSON'S BAY COMP'Y
WHOLESALE DISTRIBUTING AGENTS.

WAR TALK



We have inaugurated a vigorous campaign against high prices, and have succeeded in defeating them with our LOW PRICES.
We propose to keep our establishment on a war footing and quote these prices as evidence.
For This Week Only.
Snow Flake Flour - - - \$1.00 Sack.
Three Star Flour - - - \$1.05 Sack.
Hungarian Flour - - - \$1.15 Sack.
This Season Jam - - - 50c. Pail.
A fresh shipment of Christie's Cream Sodas and Water Ice Wafers.
Dixie H. Ross & Co.

H. W. Treat, Thos. Kiddle,
Pres. Treas. and Smelter Manager.
General Manager.

Van Anda Copper and Gold Co.
Purchasers and Smelters
OF COPPER AND
GOLDER-GOLD ORES
Works at Van Anda, Texada Island, B.C. Rates on application. Cash paid on settlement of assays.

LADIES:—
We have something good in
Scissors and Shears (warranted)

GENTLEMEN:—
Our Razors and Shaving Materials
are guaranteed. Full instructions
given as how to use at

Fox's 78 Gov't St.

St. Alice Water
From the ..
Hot Springs
of Harrison
THORPE & CO., Ltd.
Telephone 435
P. O. Box 180

FLOUR
\$1.00 per Sack.
GUARANTEED GOOD.
SYLVESTER FEED CO., LD.
Telephone 415. City Market.

Come Along Everybody
—WITH YOUR—
FREIGHT FOR DAWSON
We are open to receive freight for Dawson and way ports. We have carried most of the freight to Dawson this year, and without any accidents. We will ship freight from Lake Bennett until October 15th, and possibly later. We get the goods through and in good shape. Call and see us before booking elsewhere. It will pay you. All sizes of scows, barges and boats for sale at our Lake Bennett Mills.
The Victoria-Yukon Trading Co., Ltd.
Head Office: 34 Broad Street. Mills At Lake Bennett. Stores, Etc., At Dawson.

CEMENT
—FOR THE MILLION.
Ex Langdale and other ships.
ASK FOR PRICES.
R. P. Rithet & Co., Limited.
Sales Telephone 111. General Offices 4.
JUST ARRIVED! 20,000 feet Plate Glass,
1 Boxes Fancy Glass.
20 Boxes Rolled Skylight Glass
All at rock-bottom prices to the trade.
J. W. MELLOR, - 76-78 FORT STREET

HOUE'S
STRAIGHT CUT CIGARETTES
MANUFACTURED BY
B. Houde & Co., Quebec.
Are Better Than The Best.
Wholesale at B.C. Jobbing Co., 31 Store St. Victoria

SALES BY
Mr. Herbert Cuthbert
Important Auction Sale of:
Well Kept Furniture
FOR SALE
(Subject to confirmation.)
100 MOUNT SICKER (Lenora).....\$4.85
2,000 NOBLE FIVE..... 27 1/2
5,000 VAN ANDA..... 9 1/2
3,000 FONTENAY..... 17
38,000 TREASURY MINES FOR.....\$500
5,000 RATHMULLEN..... 9
Call at our office for other quotations.

Turkish Rugs
Mr. L. Babayan, who has returned from San Francisco, will sell by private sale his valuable collection of
Turkish and Persian Rugs, Carpets, Embroideries, Etc.
The goods are now on view at the store corner Yates and Douglas streets (Jewell block), and they will be sold at very moderate prices only until the end of this week, as Mr. Babayan is leaving Victoria for the East.
AUCTION:
At Work Point Barracks,
— ON —
Friday Sept 29 at 2:30 p.m. sharp
I am instructed by Dr. Bell and Captain Barnes, of the Imperial forces to sell as above:
I am instructed by Dr. Bell and Captain Barnes, of the Imperial forces to sell as above:
Valuable Furniture.
Including upholstered arm-chairs and settees, by Maple & Company, London; upholstered reed arm-chairs, rattan chairs, rocking chairs, piano lamp, bamboo tea table, B. W. centre tables, hand some screens, mahogany whatnot, two large bevel-plate mirrors, splendid Wilton squares, rugs, mats; very fine mahogany and oak dining tables, oak dining chairs, oak sideboard, mahogany wardrobe, with heavy plate-glass doors, mahogany chests of drawers, English swing-glass, excellent mahogany book-cases, rosewood hall chairs and table; modern English walnut bedsteads, wire springs, horse-hair and wool-top mattresses; two antique bedroom suites, with chevron glassess; two good Brussels stair carpets; matting; feather pillows; lace and muslin curtains; portieres, easels; very fine pictures; capital English dinner service, best quality of kitchen utensils; cricket bat, and bag; camping canteen, etc.; REFRIGERATOR, STEEL SAFE, BUGGY HARNESSES AND RIGGS, Oxbridge Organ (6 octaves and piano case).
Owing to the large quantity of first-class goods to be disposed of at this sale, I shall commence sharp.
(Arrangements have been made for delivery of goods at city rates).
Terms: Cash.
WM. T. HARDACKER, The Auctioneer.

A. W. MORE & Co.,
Stock Brokers
86 Government Street.
AUCTION
I am instructed by Mrs. L. McGrath to Sell at
No. 8 Blanchard Street, Church Hill THIS DAY, at 2 p.m. all her Well Kept Furniture, etc.
In part, a very superior American piano, upright grand, trichord, overstrung, direct importation; elegant upholstered chairs, carved oak and ash bedroom suites, double worn wire and box mattresses; feather bed; handsome carved oak dining room suite; mirror; art squares and rug; occasional tables and chairs; excellent cook stove, and the usual kitchen utensils; garden hose, etc., etc. Open for inspection Wednesday afternoon.
Terms: Cash.
W. JONES, Auctioneer.

Well Furnished Cottage
only in use a few months. Particulars later.
Other sales will be announced in due course.
HERBERT CUTHBERT, Leading Auctioneer.
Auctioneer's Salerooms, 37 and 39 Langley street, opposite Law Courts. Offices, 11 Truncheon avenue. Telephone, 833.

Prisoners' Hard Luck.
Americans Won't Allow Spanish Ship to Receive Them as Offered.
Garrison of Malabon So Small That Soldiers Must Stay by Barracks.
Aguinaldo Trying to Win Popularity by Good Behaviour of His Forces.

By Associated Press.
Manila, Sept. 27 (5:50 a.m.)—The American authorities have declined the request of General Jaramilla, the Spanish officer who is settling Spain's military affairs in the Philippines, to send a vessel under the Spanish flag to collect the Spanish prisoners at insurgent ports as stipulated by the Filipinos, on the ground that the ports are closed and that such a step therefore will be unlawful, and because they declined to accept the Filipino dictation. The authorities are ready to send an American vessel. The Spanish commission therefore will return to the insurgent lines and endeavor to establish an arrangement for the delivery of the prisoners on board an American vessel.
Aguinaldo has issued a statement saying the warlike activity of the Americans has prevented the concentration of the prisoners as intended but that they will be delivered up.
The Tagals of the island of Mindanao have expressed their readiness to accept American sovereignty in exchange for protection against the harassing Moros. A native officer has offered Major General Otis one thousand Macabebe tribesmen to fight the Tagals of the Iguana de Bay district.
The troops engaged in fighting at Cebu belonged to the Nineteenth infantry, Sixth infantry, Twenty-third infantry and Sixth artillery.
The insurgents are trying to incite the natives of Malabon, a city of 30,000 inhabitants, five miles from Manila, to rise against the American garrison. Captain Allan has been holding the place with two companies of the Sixteenth infantry but on account of the need of all available men at the front his force has been reduced to 70 men. They now remain near the big church where they are quartered, being too few in number to attempt to patrol the town. Armed uniformed parties of insurgents recently disembarked during the night, collected money for the insurrection and preached revolt. Two mayors have been elected but both of them have declined to serve. Malabon is a shipping point where provisions and other stuff is brought from Manila by train and shipped into the hostile territory.
The insurgents seem to be trying to make by their good treatment of the American prisoners a card by which to gain outside sympathy. Two Englishmen who have arrived here from Tarlac report that the Americans are treated more like guests than prisoners. They are fed on the best that the country affords and everything is done to gain their favor.
A Filipino paper says that on the occasion of a recent fete at Vittoria in celebration of a mythical Filipino victory, the American prisoners were given the freedom of the camp and five pesos each with which to celebrate. It was also said the Filipinos have offered all the American commissions in the army and that three of them accepted. This is not believed.
American officers north of Manila tell correspondents of the Associated Press that Aguinaldo is attempting to enforce good government after the American fashion, ordering his soldiers to suppress a band of robbers, three of whom were executed. He has also prohibited gambling in the villages under his control.
Paterno, the president of the so-called Filipino cabinet, has fallen into disfavor among the Filipinos on account of his peace proclivities. They suspect him of planning to repeat his treachery of the former insurrection, when he went over to the Spaniards.
Aguinaldo has issued a decree inviting Filipino deserters to return within a month in which case they will be pardoned.
Manila, Sept. 28.—10 a. m.—Generals MacArthur, Wheaton and Wheeler, with four regiments and a battery, advanced at daybreak this morning upon Purac, about eight miles northwest of Bacolor, in Pampanga province.

By Associated Press.
London, Sept. 27.—Most important light is thrown upon the situation by a frank statement to-day to the Associated Press by Sir Walter Pease, agent-general for Natal, who fought against the Boers in former years.
"The attitude of the Orange Free State," he says, "means its inevitable acquisition by Great Britain. Peace in South Africa can only be accomplished by war. In my opinion, a war would not last more than two months. In order to make pacification effective Great Britain must assume absolute control over the whole of South Africa."
"So far as the position of Natal is concerned, all this talk about poor, undefended Natal is nonsense. There will be little or no fighting in Natal if it comes to a war, and I fear that no other issue is now possible."
"What do you think 10,000 British troops would be doing while this much-talked-of Boer raid was in progress? Our railways are in good working order, and our troops can be transported quickly. A campaign could be carried on now just as well as in any other season."
London, Sept. 27.—The war office has ordered the whole transport and supply for an army corps to proceed to the Cape. This is a very important order, and means the early despatch of an army corps. The men of twenty-five companies are being medically examined at Aldershot to-day.
The camp at Dundee now consists of two regiments of infantry, a Hussar regiment, two field batteries, one mountain battery, and a detachment of engineers. The British lilies are now encamped at Eady-smith, and the Fifth Lancers are arriving there. An armored train left Capetown at midnight for Ladysmith. The cars are loopholed for rifles and machine guns, and are capable of carrying 120 men. The Bechuanaland border is closely patrolled day and night.
It is reported that Boer agents have made large purchases of grain at Durban. A despatch to-day announces that the Transvaal government has begun to appoint officers to go to the front in case of hostilities. Cablegrams from Pretoria and Capetown show that the general impression prevails there that the Boers will not recede from their position, and that the feeling of unrest at Pretoria has been intensified. A telegram from Johannesburg says an American named Blake is raising an American corps of 500 men for the Boers.
The executive council of the Transvaal has a prolonged sitting yesterday, and have been in constant telegraphic communication with the Orange Free State. The Transvaal's reply to the despatch of Mr. Chamberlain will be drafted to-day and submitted to the raad in secret session. Members appear convinced that Great Britain is determined on war. Being anxious to force Great Britain's hand, the Boers will not take any definite steps until the draft of their reply is considered, but notice has been issued to burghers to be in readiness for commandeering, which will be commenced shortly.
Notices of the adjourned cabinet council were forwarded this afternoon and the chief government will be on hand to give immediate effect to any decision arrived at regarding the re-assembling of parliament.
Information from Bloemfontein this evening leaves little doubt that the Orange Free State volunteers are unanimous in favor of supporting the Transvaal.

By Associated Press.
Brockville, Sept. 27.—(Special)—Jas. Reynolds, junior judge of united counties of Leeds and Grenville, died last night at the general hospital, from dysentery.
Sarnia, Sept. 27.—Ex-Mayor E. Watson died suddenly yesterday, aged 68 years, of heart disease. He was active in municipal politics and ran as a Conservative candidate for West Lambton at the last provincial election.
Guelph, Sept. 27.—One of the oldest residents of Guelph, in the person of Robert Martin, Sr., died to-day at the general hospital here. He was in his 91st year.
Hamilton, Sept. 27.—John H. Park, one of Hamilton's best known citizens, died to-day from Bright's disease.
Winnipeg, Sept. 27.—Hans Larson, aged 80, a miner, committed suicide at Rat Portage, placing a rifle to his abdomen and pressing the trigger with a stick.

COL. HUGHES CALLED DOWN.
Too Hasty in Recruiting For Transvaal—Minto Cannot Visit Chicago.
From Our Own Correspondent.
Ottawa, Sept. 27.—Gen. Hutton has written a sharp note to Col. Sam Hughes over his movement to raise a volunteer corps for the Transvaal. Under the British Army Act, it appears, Hughes has rendered himself liable to a fine of £20 for attempting to procure recruits for the army without authority.
The Governor-General to-day wired the Chicago authorities that he will not be able, owing to pressure of business, to visit that city next month. He goes to New York on Saturday to witness the yacht races, and will be the guest of Governor Roosevelt.
The department of public works is advised that the telegraph line to Dawson will not likely be completed before the 15th of next month.

More Warlike Than Ever.
Military Movements Show Outbreak of Hostilities to be Imminent.
Natal Agent - General Thinks Two Months' Campaign Will Suffice.

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NEW LIGHT and BETWEEN THE ACTS
ALL TOBACCO CIGARETTES
10c.—PER PACKET OF TEN—10c.
Harry L. Salmon,
VICTORIA, B.C.
"THE CORNER."

Scotsman Missing.
A Week Since She Signalled All Well One Day's Steaming From St. Lawrence.
Feared That the Big Dominion Liner Has Encountered an Iceberg
Or Suffered in Severe Storm Off Newfoundland--Had Many Passengers.

Special to the Colonist.
Montreal, Sept. 27.—No word has yet been received from the overdue Dominion liner Scotsman and officials of the company do not attempt to conceal the fact that they are worried about her non-arrival in port. The Scotsman carries 81 first cabin, 95 second cabin and a large number of steerage passengers. The ship should have been in port on Saturday or Sunday and should have been first reported on Friday last.
By Associated Press.
Montreal, Sept. 27.—Grave fears are expressed for the safety of the Dominion line steamship Scotsman, Capt. Skrimshire, which sailed from Liverpool for this port on September 4. The Scotsman was due here on Sunday afternoon, but the only word so far is a cable from Liverpool received by the agents this morning saying that the Dominion of the same line, which arrived at Liverpool yesterday, had passed the Scotsman 300 miles east of Belle Isle and that the latter had signalled all well. This was on Thursday last.
The Scotsman should have passed through the Straits on Friday and reported at Farther Point Sunday evening. The fears entertained for the Scotsman are enhanced by the known presence of ice in unusual quantities both outside and inside the Straits, and by the great storms reported on the Newfoundland coast. The only favorable feature is the fact that the Scotsman had, in consequence of the strike, a green crew in the fireroom, but this is hardly sufficient to account for the delay, as the Scotsman, while not up to her schedule time when passed by the Dominion on the 21st, was not so far behind, but that she should have been reported at one of the Gulf ports long ago.
There are but few steamers reported inward bound. The Melrose passed Quebec to-night, the Cervena passed Father Point this afternoon, but neither reported the missing boat.

DEWEY'S WELCOME HOME.
Tremendous Greeting From Assembled Fleets as Olympia Moves to Post of Honor.
New York, Sept. 27.—Through frolicking white-caps the Olympia moved majestically up the lower bay to-day and passed through the picturesque strait guarded by forts Wadsworth and Hamiliton, amid the booming of their guns, and there inside the city gates Admiral Dewey and his gallant staff received the glorious, thunderous welcome of the steel-walled men-of-war as their stately ship glided up to her position at the head of the column, there to remain until the great naval pageant starts on Friday.
Never, perhaps, did a triumphant warrior returning from victorious campaign receive a more impressive welcome. Thousands upon thousands witnessed it ashore from balconies, windows or housetops, and the man-of-war anchorage at Tompkinsville, where the fleet lay, fairly swarmed with tugs, yachts and steamers and every sort of harbor craft, all jet-black with wild, cheering, exulting people, while the towering white walls of the city beyond were brave with a million welcoming flags. To-day's greeting to Dewey was the greeting of his comrades of the navy, and it was eminently fitting that his comrades in arms should have the first chance at him whom the millions are waiting to honor. The people will begin to get at him on Friday and Saturday.
HOLLAND AND TRANSVAAL.
The Hague, Sept. 27.—A treaty of commerce and friendship is on the eve of conclusion between Holland and the Transvaal.
Bicycle gymkhana at Duncan's Saturday. \$1.00 round trip.

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ALL TOBACCO CIGARETTES
10c.—PER PACKET OF TEN—10c.
Harry L. Salmon,
VICTORIA, B.C.
"THE CORNER."

Chilliwack Road

Approved.

Council Will Be Asked to Present a By-law For This Rail and Ferry Scheme.

Public Meeting Expresses Unanimous Approval of Municipal Ownership.

With the same unanimity with which they had endorsed the Port Angeles project only a few weeks ago, the citizens of Victoria in public meeting assembled, approved last evening what is known as the Chilliwack railway and ferry scheme for connecting Victoria with the transcontinental railway systems. Mayor Redfern was chairman for the evening, and the speakers in behalf of the scheme were Messrs. C. E. Renouf, T. W. Paterson, A. L. Belyea, Alexander Wilson, and F. F. Raitt, general discussion being introduced by Mr. C. H. Lugin, and Mr. A. L. Belyea. The resolution was proposed by Mr. Wilson, seconded by Mr. Raitt, and read as follows:

"That this meeting endorses the railway and ferry connection between Victoria and Chilliwack as outlined, and pledges itself to support the undertaking."

The Mayor in accepting the unanimously tendered office of chairman, read the resolution in response to which the meeting had been convened, this document bearing the signatures of some thirty citizens, and reading:

"We the undersigned ratepayers of the city of Victoria respectfully request that you will be pleased to call a public meeting of the citizens to discuss the advisability of aiding in the construction of a railway and ferry between the city of Victoria and Chilliwack."

Supplementing the business of the resolute meeting, His Worship observed that a somewhat similar scheme to the one now brought forward had been introduced to Victorians about ten years ago, when the people were less disposed to recognize the necessity of connection with the Mainland than now. He expressed the hope that the present project would be met with a fuller measure of success than its predecessor on similar lines that he had referred to, known as the De Cosmos scheme.

MR. C. E. RENOUF.

Mr. Renouf, who had been requested to act as secretary, was first invited to address the large assembly. He prefaced his explanation of the proposals in detail, with a brief history of the origin of the project, first brought forward at a meeting of the Committee of Fifty called to give consideration to the Port Angeles railway and ferry plan. Mr. T. W. Paterson had then outlined the project now submitted for consideration, and it was at this point that Mr. Renouf, it is assumed, belonged to Mr. Paterson. The scheme having taken definite form, it was on the 17th of May last submitted to a meeting of representative merchants, convened in the Board of Trade rooms, a committee being then appointed to investigate and report back to this general body of business men. Weekly meetings had been held by the committee referred to during the months of June, July and August; Mr. H. P. Bell, C.E., had been engaged to advise the investigating body; and the result of the inquiries made had been embodied in the published report of the 20th instant, now in the hands of everyone.

The useful De Cosmos map was then called into requisition by Mr. Renouf, and passing attention was paid to the cause of the collapse of the Mr. De Cosmos' undertaking—which had been projected to extend only as far as Maple Ridge—through difficulties encountered in its financing.

Coming to the present proposals, Mr. Renouf said that it was planned to start at Victoria, and extend the present Victoria & Sidney road to a point in the heart of the city. The suggestion that had come to the committee was that this direction was to follow the extended Victoria & Sidney road with the Esquimalt & Nanaimo railway, thereby securing a continuous branch to Wellington in the one direction.

Commencing again at Sidney, or at Armstrong Bay or such other adjacent point as might be found most advantageous, a ferry would be operated past the lighthouse first, and then past the east point of Saturna Island on the Strait of Juan de Fuca, following the course of the ferry being changed between two lighthouses.

The next objective point would be White Rock, all along the Mainland shore there being three fathoms of water at low tide, so that no difficulty could be experienced in the building of landing wharf or jetty.

From White Rock the railway to be constructed as part of the scheme would primarily follow the Nicomekl valley, practically the valley of the Fraser, and cross the Great Northern line from Blain to Liverpool, an existing line giving a thrice-a-week service to New Westminster. This was the first of the roads actually in operation with which connection would be made.

After this first twelve miles, a high bluff presented itself, to avoid which a detour was promised, the railway turning to the rich valley of the Fraser, and taking the necessary bend so to do. At the thirtieth mile, the Seattle & Northwestern railway, operated by the C. P. R., was to be crossed. At this point each day's Imperial Limited was at the present time met by a waiting train for Seattle, so that with the new road constructed passengers for Victoria would be in precisely the same position as passengers for Seattle today—all they would have to do would be to get off the train at Mission Junction, and come on to this city by the new and direct line.

At the 35 mile point, the new road found itself but two miles from the Northern Pacific town of Sumas, with a daily train service of the N.P.R. Thence it was designed to follow the upper part of Sumas lake, through as fine an agricultural country as anywhere in the West, on to the town of Chilliwack.

The original plan which Mr. Bell had been asked to investigate, aimed to go farther still—to the head of the valley of the Popcorn, but it was discovered that the conditions in this locality did not at present warrant the extension although population and development would undoubtedly be so stimulated by the construction now proposed, that it would be only a matter of a short time before the carrying forward of the road to its original destination would be found a matter of necessity.

As to the ferrage proposed—the transport of laden cars across the Gulf had

already been proven feasible and successful in practical experience by the Messrs. Dunsinuir, who are now thus handling cars between Comox and Nanaimo and the Mainland, with a considerable saving. In addition to the car ferry, which would not necessarily be a fast boat, a first class, speedy passenger steamer was provided for, capable of making the run of 32 nautical miles in at least as good as one and three-quarter hours.

In one particularly the present plan differed radically from that of the late Mr. De Cosmos, inasmuch as that gentleman had aimed to have his Mainland terminal at the Point Roberts mole. It had been found by the committee that the adoption of the White Rock or Boundary Bay terminal would permit of a saving of at least \$100,000, while giving the people of Ladner's just as good connection as they would otherwise secure.

As for the traffic to support the road, it had been contended that if all the Victoria freights by the transcontinental line were diverted to this new channel, the road would not be made to pay. This was quite true. There must necessarily be local business as well, and where could Victoria look for better business of this class than in the fertile valley of the Fraser—the most productive agricultural section of the province, and acre-for-acre, a district unsurpassed in all the world?

Briefly explaining the method upon which the committee had based their estimate of the product and output of the Fraser municipalities concerned, Mr. Renouf passed to the item of wharfage saving aimed at, and the money to be made through the building of warehouses alongside the railway track, asserting that in an ordinary business sufficient would easily be saved on handling to build the warehouses referred to.

Financing the project next received his attention, the cost of the entire scheme being placed at \$1,500,000 approximately, and \$100,000 being given as the maximum amount needed to acquire, extend and complete the Victoria & Sidney road, Mr. Paterson being now the only one to consult in this connection, he having bought out the other shareholders for his own protection, and this gentleman giving the assurance that the sum named would be amply sufficient.

Two hundred thousand dollars was allowed for the ferry boats, a careful estimate of \$100,000 was set aside for the freight car transfer having been secured from an expert shipwright who had tendered on Mr. Dunsinuir's ferry, and his figures indicating that \$20,000 instead of the \$50,000 set down, would be ample. This then allowed a margin of \$20,000 for securing greater speed if desired for the passenger steamer, for which anyone would agree an estimate of \$100,000 would be sufficient.

The adoption of this project would, he asserted, save the city its annual payment of interest on the Victoria & Sidney road, and taking into account the government contribution to the maintenance of this short line, increase the obligation upon the citizens by but \$50 per cent at the outside, an amount that he believed would be more than met by local earnings.

There were these local earnings and the transcontinental business alone to be counted upon. There existed at the present time a very active demand in Manitoba and the Northwest for lumber, which demand was supplied by the and Vancouver mills. There was no reason to suppose that the Sayward mills could not compete for their full share of this trade if on equal terms with the mills of the Northwest, and thus home manufacturers and industries would be rationally built up and assisted.

Another item—in the municipality of the Delta no less than \$5,000 was spent annually on material for roads, plank now being generally employed. With the proposed road constructed and in operation, Victoria and the district tributary to it would be in a position to supply the Delta with gravel for road making at a less cost than the plank, and reap a share of all this \$5,000 per annum. Then there was the trade of the islands of the Gulf to be considered, to cater to which he understood that a new steamer was even now in construction, to be operated in conjunction with the Victoria & Sidney road.

Passing from the project before the meeting to the Colonist's comments thereon, Mr. Renouf next quoted a portion of an editorial reference to the plan, and assuming that Mr. C. H. Lugin was the author of the published reference in question, declined to recognize the impersonality of journalism, and proceeded to hold Mr. Lugin personally accountable for the publication to which he took exception. Mr. Lugin had written, he said, that the proposed road did not give connection with Vancouver. He was not aware that the people of Victoria were impressed with the urgent necessity of connection with Vancouver. What they wanted was connection with the transcontinental railway system, and this it was proposed to secure. Besides as the C. P. R. unquestionably contemplated an extension to Steveston, a direct connection with Vancouver by this route would ultimately be obtained. Mr. Lugin had also said in the Colonist that the project was to be condemned as experimental, and had intimated that the transcontinental railways would not necessarily give up their present means of connection with Victoria, for the rail and ferry route. He did not think this point well taken, and observed that while Mr. Lugin had claimed at a meeting on the 10th of June that he had no intention to possess a very thorough knowledge of one section of the Puget Sound coast line, he might with profit study up the agricultural possibilities of the Fraser valley and of British Columbia—which would make the best reading that had been printed in the Colonist for years.

Still dealing with Mr. Lugin and what he asserted that gentleman had written in the Colonist, Mr. Renouf argued that it had been unfair to raise the question of connection with Vancouver in the present proposal, while asserting that when this road should have been constructed from the Boundary country, it might very conveniently connect with the now-proposed line after coming through the Hope mountains—and it might build a parallel line down the Fraser valley, where there would be ample room. If the Victoria, Vancouver & Eastern people wanted to use the line, they could secure the same running rights over it as the C.P.R., N.P.R. or G.N.R.

Then, with regard to Mr. Lugin's remarks in the Colonist on the desirability of aiming for a northern line, he quite agreed. The farther-north road came, however, as the second, not the first part of the plan—the construction of the road now adopted would be the strongest argument that could be brought to bear upon the Dominion government toward securing assistance for the northern line. The first thing for Victorians to do, in his opinion, was to fortify their base point—put Victoria on equal terms with the neighboring cities in a commercial sense. Victorians had to help themselves, and while there were some here who would oppose anything—as shown by the persistent opposition to the outer wharf—it would be a sufficient proportion would be found to support this scheme, which to his mind, meant

infinitely more to the city than a hundred outer wharves.

The opposition referred to would very probably be reduced to nothing were it possible to alter the map so that the town of Port Angeles could be made the point of the Mainland terminus—this was where the shoe was found to pinch.

MR. T. W. PATERSON.

The first speaker of the evening having occupied just one hour of its time, Mr. T. W. Paterson was called upon to follow him. This gentleman prefaced his consideration of the present plan by urging Victoria to look ahead. It would no longer do to provide merely for present necessities. Victoria and Victoria business had to grow. Present means of communication no doubt were ample for present needs, but Victorians must realize that the foundation of business in British Columbia had not yet been laid; they must realize, with the rest of the people of British Columbia, that the country to the south has just about reached its limit of development in one respect, the federal government of the United States having no more land at its disposal, so that the surplus population of the republic would naturally seek fields for looking for new homes on this side of the line. Besides, the United States wheat exportation must naturally cease in fifteen years or less, and Canada would naturally inherit this immense cereal export trade.

The possibilities of the Asiatic trade might be understood from the history of the steamship facilities interested. In years ago the single line to the Orient was largely experimental. Now three lines from this province and Puget Sound were taxed to their capacity to accommodate the business offering.

In the past rather too much attention had been given to the desirability of making Victoria the terminus of one or other of the transcontinental railway systems. It was out of the question to have the terminus of the crosscontinental railways would come to an old city such as Victoria for terminals, where all the available water-front property would have to be acquired by purchase at substantial prices. Victoria should therefore devote less attention to the dream of becoming a transcontinental railway terminus, and aim to become the big trans-Pacific shipping point, as well as the great outlet for the products of the Fraser valley, which could be quickly and cheaply shipped here. The importance of the growing northern trade was also emphasized, and the speaker held that the present aroused interest augured well for success. He closed by proposing the endorsing resolution above set forth in its entirety.

There was a momentary wait during which the Mayor twice asked for a second. Then Mr. F. F. Raitt rose to accept this office.

MR. C. H. LUGRIN.

Questions or discussion being invited, Mr. C. H. Lugin next came to the platform, explaining that he had no intention of speaking and should not have done so, but for Mr. Renouf's determination to draw him personally into the discussion as antagonistic to the scheme—thereby doing him an injustice, and apparently an intentional injustice.

Mr. Renouf—No; no.

Mr. Lugin, continuing, held that while it became a party of his duty as an editor to comment upon, analyse or criticize such projects when presented, Mr. Renouf could not point to a single word directed by the Colonist to himself against the present scheme. The first point to which Mr. Renouf had invited attention, was to the absence of connection with Vancouver or Westminster, was a fair reference. It would become necessary, if Victorians endorsed this scheme, for its promoters to go to the Dominion and Provincial parliaments for aid. Without comment on the Mainland, it was not to be expected that their hostility and active opposition would be aroused? He had not said this connection was essential, but he desired to be informed if the promoters of the route would be strong enough to meet the antagonism aroused? Then the Colonist had asked whether the transcontinental railways would be prepared to abandon their present connections for the new one proposed. Surely this, too, was a pertinent question?

And as for the financial side of the question, he found that even Mr. Belyea, who had come forward to champion the project before the meeting, declined to endorse this important phase of the matter, while Mr. Paterson could not agree with his co-workers as to the importance of railway connection, advocating instead the upbuilding of a trans-Pacific shipping port that was not part of the present scheme.

Mr. Renouf had confined himself to a recital of admitted facts. No one needed to be told in Victoria, that Victoria wanted better connection with the Mainland. Touching very briefly upon Mr. Renouf's contention that he had not sufficiently studied British Columbia's resources, Mr. Lugin showed how fallacious were the first speaker's remarks under this head, passing then to the scheme before the meeting. Incidentally he pointed to the fact that where Mr. Renouf had emphasized the sufficient depth of water along the Boundary Bay shore, the Admiralty chart, and the British Columbia Pilot and Vancouver Pilot stated that across the entrance to Boundary Bay extended a sandbar, with only 1 1/2 fathoms of water at mean tide—not low tide, which means a variation of from 3 to 7 feet. How, then, was it to be guaranteed that a vessel of 18 years' vintage would be able to get across this bar running three miles from the shore?

Mr. Renouf interjected that there was deep water to the right of the course.

Then as to the financial side of the question, Mr. Lugin held that as the road did not connect directly with the Mainland, either Vancouver or New Westminster—and indeed aimed to take trade away from these cities—the active opposition of both was to be looked for. Then he questioned gravely the expediency of embarking in the experiment of municipal ownership, especially in view of the fact that in connection with the powerful private corporations controlling the three transcontinental railway systems it would, he held, be better to give a fixed bonus or guarantee, so that the limit of aid might become a fixed quantity. Mr. Paterson had pointed out the improbability of inducing any of the cross-continental

MR. A. L. BELYEA.

Following Mr. Paterson, whom Mr. Renouf had introduced as the father of the present project, Mr. A. L. Belyea said that the characteristic of Victorians that had most impressed him recently was their apparent apathy to the importance of developing the country round about them, and its trade. He had supported the Victoria & Sidney railway scheme at its inception, and would support the present scheme, for the reason that the Victoria & Sidney was the first, and the Victoria & Chilliwack road the second link in a transportation chain that would do much for the upbuilding of Victoria. There were yet other links to follow. Victorians should get out and see what was going on. The world was moving, and it would not do to rust. At the present time Victoria, although doing well in the interior, was being overtaken by the North, was getting out of the running. It would not do to allow the avenues of trade to become fixed, and to the exclusion of Victoria, for nothing was better than for a city to win back a recognized position once lost in the world of commerce. Now was the time for the city to get in—to get in on the ground floor.

Trans-Pacific trade means life for Victoria, and if Mr. Paterson's dream of an Oriental fleet at the outer wharf was realized, it meant the end of the Indian reserve for one thing—for all this land would be required for business purposes.

The third link he had referred to in the transportation chain was an entrance to the Kootenays, and the fourth—the true source of our future prosperity—was the land would develop over a rich little island. In the present case, Victorians should look to the future necessities of Victoria. The contemplated road might not pay for a year or for five years—but it was necessary to look ahead. Too many people here appeared anxious to invest to-day and get a dividend to-morrow. This was very nice when it could be done—but that was not often. If Americans had the same principle in providing for present necessities only, there would still be but thirteen

states in the Union and a French settlement in Quebec.

He believed in this present project in the first place as a good thing in itself. In the second place he endorsed it as the beginning of a new era of commercial and industrial prosperity for Victoria. In the third place it was a step toward securing an entrance to the Kootenay market for Victoria merchants, putting them on equal terms with their business rivals in the East. In the fourth instance, he supported it as presenting a future undeniably profitable argument for the continuation of the line to the north of this Island, so as to make the great trade of the Yukon and mid-North tributary to Victoria.

As to the financial part of the plan he would have little to say. He had not studied it with very especial care, and he was not prepared to say as yet that he thoroughly endorsed it.

MR. ALEXANDER WILSON.

Mr. Wilson, after congratulating the previous speakers, and more particularly Mr. Paterson, entered into a review of the project before the meeting, and pronounced the present time ripe for the connection suggested. The people were crying out for better and cheaper connection with the Mainland, and a share of the Mainland trade. To secure the needs of the city they would have to themselves do something. When Mr. Sorby was in Ottawa recently presenting it, he had been asked by a number of the Dominion cabinet what the people of Victoria were doing for themselves. This was now the question for Victorians. If they wanted such a scheme as the present carried through, they must help themselves. If the citizens as a body and individually took stock in the proposed road he felt confident that the project would go along swimmingly.

The buyers at the New Westminster market were touched by the advantage, as well as the great outlet for the products of the Fraser valley, which could be quickly and cheaply shipped here. The importance of the growing northern trade was also emphasized, and the speaker held that the present aroused interest augured well for success. He closed by proposing the endorsing resolution above set forth in its entirety.

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lines to make Victoria its terminus, yet he had at once suggested that all would join in helping to make Victoria a great trans-Pacific shipping port. Yet each of the three railway lines had an Oriental line of its own, and would mutually oppose opposition thereto, as much as to a railway business.

Briefly, he deprecated the introduction of the municipal ownership principle in such a case, and wished it to be clearly understood that while he broadly agreed with the proposition, he held himself free, in his editorial capacity or otherwise, to criticize such details as might not commend themselves to his judgment.

MR. F. F. RAITT.

Mr. F. F. Raitt followed with a short but humorous speech, in which he stated that having lived nine years in the vicinity of the proposed Mainland terminal point, he could testify that the sandbar was nearer to the coastline of Boundary Bay than shown by the official charts.

He further asserted that dangerous reefs extended out from Point Roberts, and that the prevailing wind, being from the southeast, there was grave danger with the adoption of the terminal proposed of the ferry steamer being wrecked on the reefs referred to.

He for this reason favored Point Roberts as a better landing point, with shorter distance as well, it being sheltered by the bluff for full four miles, and the speaker referred to as "my place." This reference being received with smiles, he assured the audience that he would as a Victorian endorse any project that seemed best for the city—and in the event of the road going via Point Roberts, "his place" would not be unobtainable.

Mr. H. P. Bell afterwards took the platform for a moment only, to point out the favorable depths of water at various points, none of them, however, the points to which Mr. Lugin had referred.

A. L. D. R. T. WILLIAMS.

The last speaker of the evening was Ald. R. T. Williams, who pointed to the fact that while Mr. Renouf had made a strong point of the Victoria & Sidney Railway charge upon Victorians, he had failed to mention that this obligation was not perpetual—it terminated, indeed, some twelve years hence.

He was not in favor of this project, as he saw clearly that it would be wrecked in the financing. The promoters, he thought, realized this as well as he—the scheme had merely been brought forward to divert attention from Mr. Renouf's determination to the hoped-for detriment of the latter, and would be seen to drop out of sight at once, if this end were only gained.

A Voice—It would be all right if it was only Angeles property that would benefit. Replying to this voice, Ald. Williams observed that it happened to be the owner of the largest tract of land at Boundary Bay, the Mainland terminal point of this latest scheme, and so would benefit very materially through its carrying out. At the same time he could not endorse it as a common sense plan, nor altogether bona fide.

Mr. Paterson's dream of trans-Pacific shipping making Victoria the headquarter point, each of the transcontinental railways doing its share towards the advancement of a Victoria line, also came in for a few words of caustic comment. Ald. Williams asking if it were rational to suppose that the railways would work for the development of a steamship line to the Orient in direct and active opposition to their own.

On his retirement from the platform, the resolution was carried, and the meeting terminated.

DIED.

SMITH—At the family residence, corner of Mary and Bay streets, Victoria West, on the 27th inst., Madeline Lillian, fourth daughter of Mr. Phil R. and Elizabeth Smith, aged 5 years.

The funeral will take place on Friday afternoon.

MONUMENTS Call and get prices for Granite and Marble Work. Wreaths, etc., at BRADBURY'S Marble and Granite Work. Blanchard St., one block above City Hall.

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WANTED.

WANTED—For Victoria, a live agent to sell the Oliver Canadian Standard Typewriter. Apply to F. C. Wohlgenuth, general agent for British Columbia, Vancouver, B. C.

WANTED—A good servant for general household help, by an experienced person. Address Z. L., Colonist office.

WANTED—A boy. Apply B. C. Cold Storage Co., 19 South Turner st.

WANTED—A situation as housekeeper or general help, by a woman between the hours of 10 and 1, and 3 and 6.

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GARDENER—Aged 24, trained at Kew Gardens, lately in service of Colonial Government, desires situation. H. T., Colonist office.

WANTED—The use of piano for practice. Apply H. M. C., this office.

WANTED—Young lady for dry goods store; must have experience. Address "Dry Goods," Colonist office.

WANTED—Situation by Japanese as cook and house boy's. Japanese Cooks' Mission, 27 Broughton street.

WANTED—First-class window dresser; also an experienced dress goods man. Apply The People's Store Co., Tacoma, Wash.

SITUATION required by young Englishman, aged 18, just arrived; in office or clerical situation. Address M., Colonist office.

WANTED—Waitress at Dawson Hotel, STENOGRAPHER and typewriter wishes position. Address S. W., Colonist office.

WANTED—Furnished house in desirable locality for small family; no children. Apply to Room 5, Five Flats Block.

WANTED—Active, intelligent boys, for messengers. Apply District Messenger office, Douglas street.

WANTED—Old gold and old silver of any description at 43 Johnson street.

WANTED—Capital for the expansion of an established and profitable business. dividend guaranteed if desired. Address X., P. O. Box 72.

WANTED—A small furnished house or cottage, centrally located. Address J. A., Colonist.

WANTED—To buy, pure bred bull, either short horn or red polled. Apply Alfred Peatt, Colwood P. O.

HAVE YOUR BOOTS AND SHOES repaired by C. Nangle, the prize boot and shoemaker. He don't charge credit prices. Repairing Depot, 56 Fort street.

WANTED—Agents, general and local, in every unrepresented county for a quick selling family medicine, exclusive territory; no competition with druggists; write at once for special terms. Herbario Medical Co., Montreal.

FOR SALE.

FOR SALE—Good-looking bay mare, 15 hands; quiet to ride and drive. The Barracks, Victoria.

FOR SALE—Small mare, suitable for saddle or light cart. Apply 3 Lovers' Lane, Ross Bay.

FOR SALE—One of Edison's latest phonographs; \$200 machine; will sell cheap. Apply Klondike hotel.

FOR SALE—Milk cows, also yearling Jersey graded bull, John Hunt, Burnside road.

\$244, acres of grass land half mile frontage on Fraser river; also \$350 building lot, 60x117. Wm. Andean, Stanley avenue.

FOR SALE—Improved farm for sale, near Sidney R. R. station. Apply H. Brethour, Sidney.

FOR SALE—Farms and residential properties in the vicinity of Duncan; also unimproved land, good water situation, at \$10 per acre. J. H. Whitmore, Agent, Duncan, V. I.

FOR SALE—144 acres, Sahtlam district, both banks of the Cowichan river; excellent fishing; price \$350. J. H. Whitmore, Agent, Duncan, V. I.

FOR SALE—Farm of 130 acres, over 20 acres cleared, half mile from railway station and P. O.; new house, barn, out

The Colonist.

THURSDAY, SEPTEMBER 28, 1899.

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West.Register to-day, in case you may
be called out of town.An impression prevails among a great
many people that because their names
are on the voters' list in use hitherto,
it is not necessary for them to make a
fresh application. This is a mistake.
Only the names of those persons who
apply for registration will be put on the
new list. Will every person who reads
this take the trouble to tell some one
else, so that everybody may know?THE VICTORIA-
CHILLIWACK PROJECT.

There are some objections to the project to establish connection between Victoria and Chilliwack by railway ferry and a new line of railway that seem very difficult to get over. Even as explained at the meeting last night the scheme seems surrounded with difficulties. That it is desirable to secure control of the trade of the Lower Fraser valley, if possible, may be admitted, but when it is proposed to enlist the aid of the federal and provincial governments in a project specially designed for that purpose, a project which ostentatiously ignores the existence of such places as Vancouver and New Westminster, a very great chance of refusal is taken. These cities will certainly expect their representatives to oppose any project calculated to divert from them the traffic which they believe they have as much right to as Victoria can show, and we fear that it will be difficult to secure the needed assistance in the face of such opposition. Whether the municipalities directly interested can be influenced to give the amount of aid on the strength of which the whole scheme is predicated is an open question, and we doubt if any one is in a position to speak for them. We refer now to the Mainland municipalities. As for Victoria itself, we have only to repeat what we have said on several occasions, that this city can afford to contribute liberally to any scheme or schemes that will give desirable connection with the Mainland, and a connection with the Lower Fraser is certainly desirable. We are not much impressed with the likelihood of the citizens subscribing \$100,000 stock. Popular subscriptions of railway stock look very well when proposed, but they rarely materialize. The fact is that people do not care about investing their money in enterprises over which they will have no control whatever, and the proposed stock subscriptions from

individuals would represent only one-fifteenth part of the cost, and a very small part if any of the control.

There is another feature of the case which does not seem to have been given the weight to which we think it is entitled. Quick connection with Vancouver is an important matter for Victoria. This scheme, does not contemplate anything of that kind, but on the contrary aims to take from the Vancouver route a large portion of the business which makes it profitable to give even the present connection. It is true that there would under the new scheme be a connection with the Mission branch of the C. P. R., but Victoria is now in connection with the main line and we think would prefer to remain so.

The resolution declaring in favor of the scheme as proposed passed without a dissenting voice, for the reason that no one is going on record as opposing any project calculated to benefit Victoria, but we do not think any large number of those present are to be understood as having committed themselves to its details. The objections to the project are chiefly to the financial side of it, for all others that can be suggested can be met in one way or another. We think it unfortunate that the promoters did not go to the meeting prepared to give those present some light upon this phase of it.

MR. COTTON'S HOPES.

Mr. Cotton is touring the Interior. The object of his peregrinations is well known. He makes no concealment of his expectation of becoming premier of the province at an early day. Just how Mr. Semlin is to be got rid of and just what guarantee Mr. Cotton has that he will be the Lieutenant-Governor's first choice in the event of a vacancy occurring are things which, as Lord Dundreary used to say, no fellow can find out, at present at least. Before this consummation is reached the legislature may meet, and if so there will be some lively debates, the result of which may leave the eligibility of Mr. Cotton for a position of trust in the government of British Columbia a very uncertain quantity. With all respect to his ability, we beg to doubt if he can establish to the satisfaction of disinterested people that he is a fit and proper person for the position to which he aspires.

It would suit Mr. Cotton's plans very well if he could persuade the Lieutenant-Governor to swap horses before the house meets. There was a very vigorous rumor to the effect that this would be done, in circulation a few weeks ago, when it was said that the calling of the house was only a blind and was intended to shut off discussion of the political situation while Mr. Cotton was preparing his plans for a coup. Unless the newspapers do him a grave injustice, Mr. Cotton has had experience in coups of such variety that anything likely to be done in provincial politics would seem tame in comparison. The great danger to the province is that the coming Conservative convention may play into his hands, by alienating from the opposition some of its staunchest supporters. At present the opposition to the government of which Mr. Cotton is the virtual head is made up of members of both federal parties. It is perhaps difficult to say which forms the stronger element. But if the leaders of the Conservative party in this province undertake to seize control of the local opposition, it is easy to see that the hands of Mr. Cotton may be greatly strengthened. If matters are allowed to remain as they are, the downfall of the present inept combination is only a matter of a few months. Mr. Cotton has very little strength throughout the province personally. He does not possess the confidence of the mass of the people. But it is hard to say what he may not be able to do if the opposition is divided and discouraged, as it will be by the introduction of new features which have had nothing to do with creating the present hopeful political situation, or bringing the government into its present enfeebled condition. Mr. Cotton as premier would be a menace to the welfare of British Columbia. He is an unsafe man in every way.

THE NATIONAL POLICY.

There continues to be a great deal of discussion of the National Policy in the Eastern press, and the recent speeches of Sir Richard Cartwright and Mr. Foster are largely responsible for it. The Montreal Witness thinks that the true National Policy is one that conforms to the requirements of the country from time to time, and claims that Mr. Foster was the first Canadian finance minister to shape his tariff in this direction. The very essence of a protective tariff is that it shall be altered from time to time as expediency shows to be necessary. What may be proper at one stage, what in fact may be absolutely necessary in order to safeguard domestic industry and invested capital, may at a later stage be useless or even mischievous. This has been shown in the United States and also to a limited extent in Canada. Mr. Foster recognized in his first tariff, and every Conservative now recognizes that the tariff is not a cast iron thing, to be changed under no circumstances whatever, but that it ought to be altered from time to time as experience shows to be necessary. Free Trade "as it exists in England" is quite the reverse of this. Its conditions are fixed. No matter how home industries may be affected by foreign competition, there is no remedy at the hands of parliament as long as the plain principle of free trade is dominant. The legislators must stand idly by and permit things to take their own course, even though they see clearly that relief can be afforded. This may do very well in a country like Great Britain, although every one does not concede it, but it has never been a

good policy in a young and growing country. The true policy in such a country is one that conforms to changing conditions. The Conservative party never was wedded to any particular schedule of duties; its loyalty has always been to the principle of protection, and this principle is now accepted by the great mass of the Canadian electorate as necessary for the prosperity of the country. In the course of time many changes will be made in the schedule. Possibly at some remote period in the future the people of Canada will conclude that they do not need protection any further, and may be content to have the tariff adjusted strictly on revenue lines. But for all practical purposes, protection has come to stay and must be regarded as a fixed condition of Canadian fiscal policy. Even such Liberals as Sir Richard Cartwright, although they are given to talking about progress in the direction of free trade, do so in a very perfunctory manner, and apparently solely because they have got into the habit and cannot break themselves of it.

IN SOUTH AFRICA.

Matters seem drifting towards war in South Africa. Peace is always possible until war has been begun, but evidently the British government has almost reached a conclusion that hostilities are inevitable. Probably many of the reports received from South Africa are exaggerated, but there are some facts lying right upon the surface which are too serious to be misunderstood.

Last night's despatches say that an armored train has left Capetown for Ladysmith and speaks of the camp at Dundee. These two points are in Natal. The latest map of South Africa in this office does not indicate a line of railway from Capetown to Ladysmith, although there is one from Durban, otherwise known as Port Natal. Ladysmith is near the border of the Orange Free State and Dundee near that of the Transvaal. The two republics form an angle which is occupied by Natal, which portion of British territory fronts on the Indian ocean. The expectation appears to be that if hostilities break out they will first occur on the southeast frontier of the Transvaal. There is railway communication between Ladysmith and Johannesburg.

To give a general idea of the geography of the country, mention may be made of the fact that the Transvaal is cut off from the sea by British and Portuguese territory. There is a line of railway thence to Pretoria. On the south of the Transvaal lie Natal and the Orange Free State. On the west is Bechuanaland. The railway from the Cape to Bulawayo runs along the western frontier of both republics. The facilities for sending expeditions into the interior from the sea are therefore very good, although the lines are subject to interruption by guerilla bands.

THE ACME OF IMPUDENCE.

Some one in the United States has got up a petition to President McKinley asking him to interfere to protect the Transvaal against Great Britain, and with a degree of impudence, which seems almost inconceivable, has sent it to Canada for the purpose of obtaining signatures. We do not know that any copies have reached this part of the Dominion, but some have been sent to persons in the Eastern provinces.

We had supposed that the war with Spain had knocked out of the heads of all the people of the United States the nonsensical idea that their country had the inherent right to poke its nose into every one else's business. Until that war began, it was a favorite entertainment among congressmen to move resolutions telling European governments how to manage their affairs. The resolutions usually did not pass, but they made the member who moved them a great fellow in his own constituency. He was able to pose as a man who dared shake his fist in the face of any sovereign and tell him what the great American people thought of him. The fact that the sovereign in question probably never heard of the performance was not taken into account. But after a long period of meddlesomeness the United States found itself at war with Spain, and most sensible people thought that the nation had awakened to a sense of its international responsibilities. As a matter of fact it probably has, for the people who have sent out the petition referred to do not represent any one except themselves. Nevertheless it seems unfortunate that the world is likely to be treated to more nonsensical interference in foreign matters by our neighbors, and that their impertinence may be rendered truculent by their easy victory over poor old Spain.

Col. Hughes would think the £20 fine a trifling matter. It would not in his case be "so loyal is too costly."

The letter of "Disgusted" refers to a business matter and we cannot print it without making some inquiries. These will be made and we will endeavor to do what strict duty requires in the premises.

The Boston Globe has reached the conclusion that the population of the United States in 1900 will be 74,480,800. Other writers put the figures as high as 80,000,000. We are inclined to think the Globe's estimate will not be far from the mark. It contemplates an increase in the decade of over 10 per cent. In the previous decade the increase was 24 per cent. In the decade 1880-70 the gain was 34 per cent. Thus there is a steady drop in the percentage of increase, which is doubtless in part due to the relatively smaller proportion which the additions by immigration bear to the whole, and also to the large numerical increase in the number of immigrants. It likewise

Just arrived and in stock
A large consignment
of the celebrated....
"OVERLAND CIGARS"
A high grade,
Specially selected,
Domestic Cigar.

Turner, Beeton & Co.
AGENTS.

REMOVED.
JOHN BARNESLEY & CO. have removed to their new premises, No. 115 Government street, where will be found the largest stock of Sporting Goods in the Province. Telephone No. 663.

Union Colliery Co. of British Columbia
Limited Liability.

NOTICE
The annual general meeting of the stockholders of this company will be held at the company's office, Victoria, on Wednesday, the 4th day of October next, at 11 o'clock in the forenoon.

CHAS. E. POOLEY,
Secretary.
Dated Victoria, 7th September, 1899.

Esquimalt and Nanaimo Railway Co.
NOTICE.

The annual general meeting of the shareholders of this company will be held at the company's office, Victoria, on Wednesday, the 4th day of October next, at 11 o'clock in the forenoon.

CHAS. E. POOLEY,
Secretary.
Dated Victoria, 7th September, 1899.

ANNUAL MEETING.
The annual meeting of the Liberal Conservative Union for British Columbia will be held at the Assembly Hall, New Westminster, on the 5th day of October next, commencing at 10 a.m.

All Liberal Conservatives will be welcome, the right to vote is confined to delegates chosen by Liberal Conservative Associations or district meetings regularly convened for this purpose. One delegate for every twenty members of such association or district meeting. Proxies can only be used by members of the union. Advantage may be taken of the railway rates to and from the exhibition, which is being held at the same time.

D. H. WILSON, President. GEO. H. COWAN, Secretary.

Notice of Application

The undersigned will apply within 60 days of date, to the Chief Commissioner of Lands and Works, at Victoria, B. C., for permission to purchase or lease 100 acres of land more or less, which forms the point known as Sharp Point, lying between Iferage Cove and Sydney Inlet, on the west coast of Vancouver Island. The line of said land to commence at a certain post set up the 15th day of June, 1890, on the west shore of Sharp Point, thence 20 chains east, thence following the shore line southerly around the Point, and northerly back to place of commencement, at said post.

Dated 25th July, 1899.
J. RINGLUND,
S. O'BINGER,
K. PETERSON,
S. A. DRINKWATER,
WILLIAM M. BREWER.

Victoria, B. C., August 7th, 1899.

A very useful little table was recently published by the late Peter J. Leech, of Victoria, entitled:

"Hour Angles Without Logarithms."

It was originally intended for the use of surveyors in Canada, but the results obtained from it are sufficiently accurate to be of great service to navigators in the latitudes mentioned, viz., 40 degrees to 60 degrees north, and 40 degrees to 60 degrees south.

Should the navigator prefer to determine his hour angle in the usual manner, Mr. Leech's table will prove invaluable as affording a ready check upon his work.

Copies of the table may be had at the bookstores, or at the office of the Colonist Printing & Publishing Company, Victoria.

PRICE \$2.00.

FOR SALE.

Six-roomed house and 15 acres, about three acres cleared and four slashed; 40 fruit trees (seven years); nice position, about 7 1/2 miles from town. \$1,500.
Swinerton & Oddy, 108 Govt. St.

Spencer's
Friday...
Bargains.

Corsets.

95 pairs C.B. Corsets, some styles that we are not going to keep any more, black, white and gray, sizes 18 to 26, usual prices \$1.75 to \$2.50; Friday, \$1.50. These Corsets are in perfect order and have given good satisfaction but we have too many different styles to keep up a full assortment of sizes. Some of the White Corsets are silk embroidered and will be nice for evening wear.

Blouses.

38 Cotton Blouses, some of them dark colors regular \$1.00, Friday, 25c.

53 Muslin Blouses, regular \$1.50 to \$2.50, Friday, 50c.

40 White Blouses, \$1.75 to 3.50; Friday \$1.00

Every Summer Blouse we have left is in one of the above lots, and at the prices marked we should not have any at all by noon on Friday.

Sundries.

200 boxes Note Paper and Envelopes, sold by some people at 25c, Friday, 5c.

150 large Illustrated Story Books for children regular 60c, Friday 35c.

103 pairs Ladies' Fancy Cotton Hose, regular 35c, Friday 10c.

50 pieces White Spot Muslins, regular 15c, Friday, 10c. per yard.

60 pairs Men's Dongola Shoes, Friday \$2.00. This is less than these shoes would cost to make in the present state of the leather market.

50 dozen Linen Napkins, the best value we have seen, \$1.25 per dozen.

White Blankets, \$2.75 and 3.25, special value Our All-Wool Family Blanket at \$5.00 will be hard to equal.

Cloak Department

Small Velvet Capes, beaded by hand, with fur collars and ruffles are the correct thing this fall; they are quite new and very stylish. We have about 20 styles, all diff rent \$10.50 to 30.00, and will be pleased to show them

New Costumes and Golf Capes
Just Opened

The Paterson Shoe Company, Limited.

Shoe Emporium,
Late Erskine's.

Headquarters for Boots and Shoes

Our stock for Fall and Winter wear is now complete in every department and we are prepared to supply our many patrons with their every requirement in footwear. Now is the time to make your selections. . . .



For One Day Only **Friday Sept. 29**

we will give
Double Trading Stamps.

Shoe Emporium, Cor. Govt. and Johnson.

**Wednesday, Sept. 20
And Following Days.**

Mrs. W. Bickford, 61-63 Fort Street

SLAUGHTER SALE.

REMOVING TO YATES ST.

Mens' Winter Suits \$4.90, \$5.25, \$6.30, \$7.60
Mens' and Youths' Norfolk Suits, \$4.50, \$5.90, \$7.85
Umbrellas, Mackintoshes, Overcoats, Underwear,
Fancy Vests, Suits and Soft Hats, Etc.

\$10,000 worth of New Fall Goods Included in the Sale.

B. WILLIAMS & CO.,
97 JOHNSON ST.

Ten Per Cent.

We are offering a limited amount of stock in a first-class business enterprise that is paying dividends of 10 per cent., besides adding to reserve. The issue is for the purpose of extending the plant. The proposition is worth the careful attention of investors. Particulars on application to

...Heisterman & Co.

VICTORIA TIDES.

[By Mr. Napier Denison.]

The zero of the accompanying scale corresponds to 14 feet of water in the channel of Shoal Point, and 18.5 feet above the sill of the Desquimat dry dock.

Thursday, Sept. 28, Friday, Sept. 29.

Time.	Height above zero	Time.	Height above zero
3:50 a.m.	3.2 feet	5:50 a.m.	3.4 feet
12:37 p.m.	7.6 feet	1:00 p.m.	7.7 feet
6:50 p.m.	6.1 feet	7:00 p.m.	5.6 feet
9:00 p.m.	6.3 feet	10:00 p.m.	6.3 feet

THE LOCAL NEWS.

Use Blue Ribbon Flavoring Extracts.
Carpenters' Tools at Cheapside.

If you have beauty,
I will take it.
If you have none
I will make it.

Savannah, Photo.

Best Lawn Mowers at Cheapside.
Smoke "Nugget Cigar." Meiss & Co.

Bass' XXXX on draught at the Occidental.

Drink "Hondl," purest and best of Ceylon teas.

McClary's famous Steel Ranges and Stoves at Clarke & Pearson's.

Majestic Ranges at Cheapside.

Hot Lunch at the Manhattan from 11 a.m. to midnight.

A breakfast delight—CHASE & SANBOIN'S SEAL BRAND Coffee.

When you require sporting goods ring up telephone 645, Henry Short & Sons, 72 Douglas street.

We call special attention to the White House advertisement in this morning's issue—last page.

Books That Are Selling.—"The King's Mirror," by Anthony Hope, "Phantom Future," Merriman Harold Frederic's "Marked Place," Jacob's "Many Caravans," and "The Harem" by Westcott. The Victoria Book and Stationery Co. (late Jamieson's).

Few men are foolish enough to tell the readers of a great family journal untruths about their goods. If they do they are soon found out. "HONDl" Ceylon Tea is as represented—therefore kept always before you.

We call special attention to the White House advertisement in this morning's issue—last page.

Reduced Rates to the East.—Over the Northern Pacific Railroad, effective September 12; the second-class rate to Chicago will be reduced to \$46; second-class rates to all points east of Chicago will be reduced also. E. E. Blackwood, agent.

We call special attention to the White House advertisement in this morning's issue—last page.

Excursion train for Duncan's leaves 9 a.m. and 1:15 p.m. Saturday fare \$1 return. Bicycles free.

The Granite King.—The Granite King, on the South Fork of Kaslo creek, owned by Messrs. O. T. Stone, D. F. McIntosh, of Kaslo, and F. Baker and G. B. McDonald, of Cody, B. C., promises to become one of the most valuable properties in the Kaslo district. The assessment work lately done on these claims has uncovered a ledge nearly three feet wide at the surface, of which 18 inches is clean high-grade galena. The ledge widens with depth, and when the new wagon road up the creek is completed this will prove a very valuable property.

Sidewalk for Johnson Street.—Ald. J. L. Beckwith has on the bulletin board at the city hall a notice to the effect that he will move at the next meeting of the city council to have a permanent sidewalk, with concrete granite curbs, laid on the north side of Johnson street, from the block known as the Turner to Store

Electric Light Fittings.

Graceful,

Elegant,

Novel.

Call and Inspect Our New Stock.

G. C. Hinton & Co.

62 Government Street.

Victoria House..

82 YATES ST.

We take this opportunity of thanking our many customers for their past and liberal patronage and wish to remind them that we are now in our new store, formerly the "Yates Street Fire Hall."

G. A. RICHARDSON & CO.

Incendiary

In Origin.

Inquiry Into Fire at Store on Corner of Quadra and View Streets.

Not Sufficient Evidence To Fix the Responsibility on Any Person.

After listening for over four hours to evidence brought forward in an inquiry conducted into the circumstances surrounding the fire in the store at the corner of Quadra and View streets on Saturday night a jury composed of James G. Hay (foreman), Edward P. Nathan, Louis P. Bowman, Patrick McDonald and Henry B. Ball, submitted a verdict last evening to the effect that the fire was incendiary caused by some unknown person or persons. The inquiry was conducted before Police Magistrate Hall and Mr. C. M. Braddburn was present to represent Mrs. Jackson, who occupies the store. It will be remembered that the fire was first seen by Messrs. Watkins and Knox while passing the store shortly after 10 o'clock on Saturday night and had its origin in a box of old linen saturated with coal oil. Before the inquiry was proceeded with an adjournment was taken to allow of an inspection of the premises.

Shortly after three o'clock the case was proceeded with. Chas. E. Watkins testified as to his discovery of the fire while in company with Mr. Knox. He tried the front door and found it locked but entered the building by a door on Quadra street. On the shelving was a box full of white clothing that was burning and he began to catch on the woodwork. He pitched the box out on the street and then going back into the store lit a lamp, the chimney of which he observed to be warm. Another box with clothing in it was located and placing his hand into it he found the first evidence of coal oil he fired and closing up the store he and Mr. Knox went to notify Mrs. Jackson, living on Douglas street, but did not do so, believing on arriving at her house that she had gone to bed.

Mr. George W. Knox corroborated the evidence and then Mr. Richard Hallot, a resident some doors beyond the store, was called. He saw Mrs. Jackson in the door of the store at 10:55 o'clock. A quarter of an hour later the store was disturbed while in bed, by a man making a row on the rear platform of the store, which individual happened, although unknown to him, to be W. J. Deasy on duty as a fireman to see that no one made their escape from the building.

Mr. Richard Hall, M.P.P., testified to having issued \$800 insurance in the company on the store in the store. Following the regulations of the company under the suspicious circumstances he was obliged to cancel the policies.

W. J. Deasy, a Syrian, who lives at 51 Quadra street near the store, and Ald. T. T. Williams, who lives three or four doors above on View street, were next called. The latter deposed that while reading in bed on Saturday night his little dog disturbed him. "I listened and heard his gate open. Putting out his light he went to the front window and saw the form of a man just within the gate. As the stranger had his back turned to the house the Alderman did not feel apprehensive. It might be someone just getting out of view, he thought, and so retired again. His dog continued to bark for about ten minutes.

Mrs. Jackson, who was next called to the stand, explained how she came to move from the store. She is a widow with a small child to care for and had changed her place of residence chiefly on his account. She knew nothing of the fire until 9 o'clock next morning. She had kept coal oil to sell and underneath a can had not only a tin to catch the waste oil but some sacks to keep the oil on the floor from spreading. "The store she had left locked up shortly after 10 o'clock. The light was then left turned low to go out itself. She came here from California, she said, about six months ago, and in response to a question said that she had then \$1,100 in the Bank of B. N. A.

Chief Deasy next took the stand and reviewed the whole circumstances of the fire as he had found them. Miss Emily Bailey, a sister of Mrs. Jackson, also gave evidence, substantiating what her sister had said.

Mr. Braddburn next addressed the jury and the jury retiring brought in a verdict as given above. Mr. Braddburn requested that a rider be added completely exonerating Mrs. Jackson, but this was not permitted.

Bell-Thompson.—Mr. G. W. Bell, of the Olympia Brewing Co., and Miss Mary A. Thompson, also of the capital of Washington, were united in marriage on Tuesday by Rev. J. C. Speer.

We call special attention to the White House advertisement in this morning's issue—last page.

Bring your bicycle to Duncan's Saturday. Finest roads in B. C.

IMPORTANT NOTICE.

Mr. Albert H. Halder, F.G.S., Mining Engineer, "THEUTER'S SPECIAL COMMIS- SIONER" for American and Canadian mines, will leave for England shortly, and prior to his leaving is prepared to report upon mining properties, to assist in flotation of properties on the English market, and to give general advice upon financing of mines. For full particulars apply "Rhodesia Lodge," 1500 Robson street; telephone No. 781, Vancouver.

PEMBERTON & SON,

Real Estate, Financial and Insurance Agents

TO LET OR FOR SALE.

A Large Well-Planned Residence.

On Rockland Avenue with grounds attached thereto. This very commodious and handsome residence commanding a magnificent view of Mount Baker and the Straits can be rented or purchased at a very moderate figure.

45 FORT STREET.

VICTORIA, B. C.

The STERLING,

88 Yates Street.
Victoria, B. C.

We have just received a large consignment of.....

Ladies' Capes, Jackets and Costumes

Also the Latest Styles in

French and American Millinery



THE STERLING
88 Yates St.

Dawson "Hold-Ups."—There has been quite an epidemic of hold-ups in Dawson. A Mr. Eddy recently handed over \$70 at the point of a revolver, and Matthias Lend gave up \$600 under similar circumstances. It is no longer safe to leave nuggets lying around the cabins and tents of the Klondike.

Services Appreciated.—There was a large attendance at St. Luke's hall, Cedar Hill, on Monday evening to bid farewell to Miss Etta Tolmie, who is leaving to take up work on the nursing staff of the Jubilee hospital, and who, in common with all the members of her family, has been a shining light in the choir of St. Luke's church, Cedar Hill, and all departments of church work for many years past. A short programme of vocal music was rendered, amongst those taking part being Miss Lloyd, Miss Jean Tolmie, Miss Alice King, Miss Lang, Mr. Ridgeway, Mr. Johnson, Mr. C. E. King, and the rector, the Rev. J. W. Flinton. During the proceedings the rector, on behalf of the congregation, made a presentation to Miss Etta Tolmie, consisting of an elegant set of silver hair brushes, comb and hand-mirror, suitably engraved with monogram, the inscription on the handsome leather case reading: "Presented to Miss Etta Tolmie by the congregation of St. Luke's church, as a slight token of appreciation of her long and valued services in church work." Much regret is felt at her departure, but the young lady carries with her the best wishes of the whole community for her future welfare and success in the noble work she is undertaking.

MECHANICS' STORE.

FALL CLOTHING READY.

Did it ever occur to you that a dealer of the right kind with goods of the right sort, marked at the right prices, likes to show them, whether you buy or not. Yes, this meant as a dealer in Fall Suits, Hats, Furnishings and Overcoats, for man and boy.

Suits at \$6 or \$10; Overcoats at \$8 or \$20; and each fits as well as the other—pretty perfect.

We don't make to order, but we make to fit.

W. G. Gameron.
The acknowledged cheapest cash clothier in Victoria, 55 Johnson st.

Sausage Facts.
The fact that we manufacture and sell 300 pounds of pork sausages daily, should be positive enough proof of their superior goodness and uniform quality. Add to this the fact that we manufacture them by special machinery run by electricity in our own clean, well ventilated factory, and only pure materials used, and you'll readily see the reason. Pork sausages are fresh every day now.

D. R. POTTINGER'S
Ideal Provision Store, 72 Yates Street between Government and Broad Sts

USE USE

EDDY'S BRUSHES
The most durable on the market.

EDDY'S Telegraph and Telephone Eagle Parlor,
" Victoria Parlor,
" Comets Parlor MATCHES

For Sale Everywhere

THE "DOMESTIC" Machine.
Is three Sewing Machines in one, viz: Lock Stitch, Chain Stitch, Button-hole Attachment. The lightest running and most durable machine made. Examine it at

FLETCHER BROS. 73 Govt. St.

NOLTE
GLASSES ADJUSTED. EYES TESTED FREE.
FORT ST.

The Great Attraction

The Westside

Just now is the immense showing of New Fall Goods. Every department is now about complete with new and up-to-date merchandise. Particular attention is called to

The Women's Tailor-made Suits and Jackets and Capes now to be seen in endless variety.

Our Fall Dress Goods Stock is now ready for inspection.

The Hutcheson Co., Ltd.

Sept. 22

DO YOU TRAVEL?

We Import English Oak-tanned Leather Bags, the Strongest and Best Made. The Kit Bag is the correct Shape, we have it. Travelling Rugs in handsome Checks; also Shawl Straps; Golf and Yacht Caps and Tam O'Shanter in endless Variety

W. & J. WILSON 83 Government St
VICTORIA, B. C.

War in South Africa.

KEEP POSTED.

The Twentieth Century Atlas

... CONTAINS ...

157 PAGES OF MAPS

NO READING MATTER.

And is just the right book for ready reference for all points in the disturbed country.

It is of a handy size and very convenient for desk and house purposes.

With this book at hand, any one can be well posted on affairs daily reported by the press.

It gives up-to-date maps of the turbulent districts of the world, such as South Africa, Venezuela, Armenia, Crete, Egypt, Cuba, etc.

Size of page, 12x14 1/2 inches—100 pages.

157 pages of Colored Maps, showing every country on the face of the globe. Index on margin of each page.

FOR \$2.00 CASH.

The dimensions of each page are 12x14 1/2 inches. The maps delineate with incomparable accuracy the physical conformation of every State and Territory in the United States, the Dominion of Canada, and of every country in both hemispheres, whether of imperial importance or the smallest republic in Christendom. The maps themselves reproduce with rare fidelity of detail the features of every habitable and uninhabited tract known to the explorer. They also show the areas and population of every important city in each State and Territory of the United States, and the political subdivisions of the continents of both hemispheres, every place of importance being indicated by a Ready Reference Marginal Index, so systematized and classified that the place sought may be located instantly. Every name is printed from a faultless font of type, and stands out clear-cut as a cameo. Hence it is typographically perfect and unequalled as a vehicle for imparting universal knowledge. Its colored pages bristle with the crispest geographical facts rendered necessary by the ceaseless changes in the geographical lines of nations, consequent upon the constant upsetting of the world's landmarks, by war, exploitation and arbitrament.

Superbly Bound in Fine English Silk Cloth, With Colored Edges.

Address, COLONIST PRINTING & PUBLISHING CO., Ltd.

Get Ready for Winter.

Wonderful Air Tight Heaters in all sizes and all Prices. Call and see Them Also our special line of

...MAJESTIC RANGES...

GEO. POWELL & Co.

CHEAPSIDE 127 GOVERNMENT ST.

Corby's Rye Whiskey.

In Bond as Duty Paid.

TURNER, BEETON & CO.

Bench Show Opens To-Day.

Many Aristocratic Dogs Arrive
From San Francisco and
the Sound.

Rugby Football Players of Vic-
toria and Nanaimo Organ-
ize for the Season.

The annual bench show of the Victoria Kennel Club, which opens in Philharmonic hall to-day and will continue until Saturday night, will certainly be the best exhibition of dogs ever seen in the Northwest. Yesterday the entry list was finally closed, and it was found that there were 210 entries, made up of 130 from Victoria, 25 from Seattle, 12 from San Francisco, 6 from Vancouver, and the balance from other points. All classes are well filled, English setters being first with between 60 and 70, and collies second with 40. All dogs must be in their places by noon, as judging commences at 1.

Besides the eight cocker-spaniels brought from San Francisco by Mr. Haaf, a number of other aristocratic canines have arrived from the South. These include Mr. J. A. Taylor's pointer from Portland; Mr. Tudor's Tiedemann's English and Irish setters, also from Portland; and Mr. Arthur H. Morrison's collie, Yarrow, of Seattle, a grandson of Mr. Pierpont Morgan's \$10,000 collie. The mainland dogs also arrived last evening, and this morning Mr. George Tinto will arrive from Seattle with a string of fourteen.

YACHTING.

A Week's Cruise.
E. Mallandaine, sr., and C. Mallandaine returned last evening from a week's cruise in the yacht Siren. During their absence they visited Salt Spring Island and other points of interest in the Gulf. The cruise was a delightful one, the weather being almost too fine for good sailing.

RUGBY FOOTBALL.

Annual Meeting.
The annual meeting of the Victoria Rugby Football Club was held last evening at the Hotel Victoria, a large number of members being present. A great deal of enthusiasm was shown by the members, the majority of last year's team expressing their intention of turning out and endeavoring to retain the cup won by the club last year. The following were elected officers for the ensuing year: President, T. B. Hall; vice-presidents, H. Dallas Helmecken, C. G. Col. Wolfenden, George Jay; vice-captain, J. M. Miller; honorary secretary, W. A. Lobb; honorary treasurer, H. Gillespie; committee, A. P. R. Martin, J. H. Austin, J. K. Schofield. A resolution was passed instructing the incoming committee to write the honorary secretary of the British Columbia Rugby Union, asking him to call a meeting of the various clubs, with the object of forming the said union, which seems to have been lost sight of by the different clubs. The club desire to thank the citizens of Victoria for the keen interest they have shown in the welfare of the club, and hope they will continue to support the club as in the past. The following is the secretary's report:

Gentlemen: In presenting this annual report for the club for the season, the committee have great pleasure in reporting that the same was one of the most successful in the history of the club. For the first time in the past five years the championship has been brought to this city, and of the nine games played, with the exception of one, the team was victorious in the old game being down, neither side scoring.

In reviewing the games played, very little need be mentioned, the score of 136 points for the club against our opponents' all speaking for itself. Four games were played against the Navy on the home ground, and although no score was made against the club, the games were, nevertheless, very keenly contested.

The usual scheduled matches were played with Nanaimo and Vancouver, and again no score recorded against the club. A game was also played with the Alberni team, the score on this occasion being rather one-sided. A great deal of interest was, however, displayed in the game, and the Alberni club is to be congratulated in sending a team so long a distance, as the expense was very heavy, and a great deal of time lost in travelling, which fact would prevent many from coming. This club is anxious to meet our team again on its own ground, and before leaving, the members of same extended a very kind invitation to visit them and have another game, which seems to be a very desirable arrangement can be made for a team to travel to Alberni, and in this way encourage the game in that district.

On Thanksgiving Day, the 24th of November last, the day set for the match with Nanaimo at that city, a special excursion was arranged through the courtesy of the E. & N. Railway. The day was a grand one, and a large number of the club supporters, with their friends, travelled with the team. The game was one of the hardest that was ever played between the two clubs, and the attendance of so large a number of our supporters seemed to urge the team on.

The style of play during the past season showed a distinct advance on former years in its all-round combination, due in a great measure to the strict attention to practice by the team, and if the same work continues, we see no reason (speaking as a committee) that success should not crown our efforts in the future, and the cup now held by the club be kept for many years.

Not only was the club successful in play, but by the Treasurer's report, which will shortly be handed around for your approval, it will be seen that financially it has been a most successful year, having a balance of \$41.15 on hand.

Early in the season the second annual dance of the club was given, thanks to the committee in charge, and the hearty cooperation of the members and their friends, the same proved highly successful socially and financially, and a substantial balance was handed to the Treasurer, as appears from his report.

The committee regret to state that the quarter-mile race for the cup presented by Mr. T. B. Hall, our worthy president, was not run for. The race was set for three different occasions, but owing to lack of entry and inclemency of weather unfortunately the same was not held, and we would suggest that the incoming committee use every endeavor to arrange for the race early in the season.

We wish to thank our vice-president, Mr. H. Dallas Helmecken, for the magnificent banquet given by him to the members of the team, in honor of the championship being brought to Victoria.

The matter of caps for the team to be given through the Rugby Union has received every attention from the committee,

but owing to unforeseen circumstances (of which our captain, Mr. Goward, will give a full explanation) the same as yet have not been secured.

J. H. AUSTIN,
Secretary.
Hornets Re-organized.
The Hornets of Nanaimo have re-organized for the season, with the following officers: Business president, W. Edmonds; honorary president, Samuel M. Robbins; superintendent New Vancouver Coal Company; honorary vice-presidents, Hon. R. E. McKechnie, John Pawson, A. Haslam and W. M. Langton; secretary, S. Hauge; treasurer, V. Stewart; captain, first team, J. D. Quine; vice-captain, T. Woodcock; business committee, M. Woodburn, W. Hardy, T. Woodcock.

WILL SAIL ON SATURDAY.

Damage to the Barbara Boscowitz necessitates but a Short Stay on the Blocks.

The "old reliable Barbara Boscowitz" — the "don't lose me" of the Victoria fleet — is so little really damaged as a result of her submerging at Aberdeen-on-Skeena, (thanks to the official neglect which permitted that old ice-breaker to remain a menace to navigation) that she will be able to resume her route on Saturday. She has been on the Esquimalt marine railway for the past day, and it is probable that she will be even less seriously injured than they at first appeared. The official survey will be made by Inspector Collier to-day, and if pressure of northern business necessities, the steamer might even get away to-morrow. She will have several passengers and some freight on her northward trip, but is to bring down a full return cargo of salmon. The total bill of damages to vessel and cargo will not exceed \$2,500—fully covered by insurance.

STUCK AT PORT TOWNSEND.

Washington Authorities Also Asked for a Ruling as to Oriental Dysentery.

According to Port Townsend advices, the latest arrival of the N. Y. K. liners, the Idzu Maru is still at that port with the 24 Japanese passengers for Seattle that she carried. William Head, and among them two fresh cases of dysentery have developed. The steamer is being held by the quarantine officers, pending instructions from Washington as to what disposition to make of her passengers. No definite instructions have yet reached Dr. Watt, superintendent of the William Head station, and it is probable that the 75 or more passengers detained at the Canadian challenging point will be held for the remaining eight days of their detention period. There is one somewhat serious case under treatment, but no fatal outcome is anticipated.

SEAL HUNTERS LOST.

Two Hunters from the Schooner Borealis Lost in Behring Sea—Several Catches.

It was learned yesterday from officers of H.M.S. Pheasant that the schooner Borealis had lost two of her Indian seal hunters in Behring sea. They had strayed from their vessel and were lost in a fog. The Pheasant also brings news of the following seal catches.

Emma and Louise, Captain White, boarded September 11, had 734 skins; Borealis, Captain Harold, boarded three times, last on September 11, had 336 skins; Walter L. Rich, Captain Cies, boarded September 11, had 408 skins; Ocean Belle, Captain Lavender, boarded September 11, had 491 skins; Penelope, Captain D. G. Macaulay, boarded August 17, had 170 skins.

News is received from the North that the United States revenue cutter Grant's cruise along the Aleutian group in search of the steamer Pelican, missing since October 12, 1897, was unsuccessful. The cutter Perry also had an unsuccessful cruise in search of the missing schooner Lady George, which sailed a year ago from St. Michael, for Puget Sound.

GOSSIP OF THE WATER FRONT.

Steamer Utopia has been formally passed by United States Inspector Bryant as in good condition, and suitable for the Victoria-Puget Sound run to which she has temporarily returned. The people who travel might not have given her so good a certificate of character, and will be glad to learn that the Victorian is expected to resume service on Saturday—this time it is hoped to stay.

Steamer Tees was at the Brackman & Keefe wharf yesterday, loading a large consignment of hay and grain. Sailing for the North towards midnight, she had about 200 tons for the White Pass & Yukon railway company, and half as much more for the Victoria-Yukon Co.

Steamer Oscar was at Tacoma yesterday, discharging 150 tons of Mount Sicker ore for the smelter. She goes from the City of Seattle to Lunni Island, there to receive salmon for delivery here for transshipment.

Bark Conliga is reported ashore at Honolulu, in practically the same place where the Miowera came to grief two years ago. She was en route from New York for the Hawaiian capital with nitrate cargo.

British ship Glenalvon, well known at this port, has returned to Cuxhaven, England, with anchor and chain gone and windlass broken. She was en route from Hamburg for Puget Sound.

Charles Wurtel, who succeeds J. K. Rogers in the management here of the G. N. R. and Nippon Yusen Kaisha interests, is to take charge of the Victoria office next Monday.

Engineer Roy of the department of public works hopes that the deepening of Nanaimo harbor will have been completed by the end of this year. A special trip to Skeena is to be made by the Oscar in the course of a few days. Freight may be left at the City of Nanaimo's wharf.

Clipper Dashing Wave passed up the Straits yesterday, bound for the Sound from Honolulu, to load a return cargo of lumber. Steamers Capilano and Coquitlam have been chartered to carry rails to Skagway for the White Pass road extension.

A warship, supposed to be H.M.S. Icarus from Behring sea passed Carmichael at 6 last evening.

Dark J. D. Peters is en route North from San Francisco for a return cargo of coal.

Ship Langdale shifts to the inner harbor Saturday to discharge her general cargo.

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot feel and act like a well person. Carter's Iron Pills equalize the circulation, remove nervousness and give strength and rest.

Large Amount Is Involved.

Action Brought by Old Share-
holders of Le Roi Company
Against the B. A. C.

Claim British Company Owes
Them Over Six Hundred
Thousand Dollars.

Yesterday the British America Corporation filed their defence in the big suit brought by Lyman F. Williams, of Spokane, for \$602,620, or \$230 a share, which it is claimed is still due on 262,000 shares of Le Roi stock sold to the British America Corporation.

The fight over the control of the mine, it will be remembered, caused a great deal of comment last year, and there were some lively tilts between the B. A. C. and the Le Roi shareholders who held out for better terms than the big corporation was willing to give. Foiled in the first endeavor to purchase the Le Roi property, the B. A. C. set itself to get control of the stock, and the newspapers at the time were full of the fight for the ownership of the big Rossland mine that has proved itself one of the great stand-bys of that flourishing Kootenay mining town. The events leading up to the present action are all set out pretty fully in the statement of claim of the plaintiff, the document containing six pages of typewriting. Setting aside the technical legal wording of the story as told by the plaintiff in his statement of the case, it is as follows:

The B. A. C. for a long time had been desirous of becoming owners of the Le Roi mine at Rossland, and Hon. Charles H. Mackintosh, the resident director of the B. A. C. had been in negotiation with Isaac Newton Peyton, who controlled a majority of the stock. The Le Roi stock was divided into 500,000 shares, and the shares controlled by Peyton numbered 262,000, as follows: L. F. Williams, 13,121; J. T. English, 2,198; J. N. Secare, 2,000; George Sheld, 1,000; J. N. Peyton, 75,151; C. L. English, 12,341; L. D. Poon, 4,000; W. V. Cog, 500; W. A. Peyton, 16,500; J. G. English, 21,524; V. Peyton, 72,086; D. W. Henley, 20,500; J. M. Armstrong, 18,800; J. C. English, 2,198. These holders had authorized Peyton to dispose of their stock. A provisional agreement had through him been concluded for the purchase of the Le Roi, but the company at Rossland meeting refused to confirm the sale.

After the failure to ratify the purchase the B. A. C. decided to cancel the agreement, and to purchase as many as possible of the shares of the Le Roi company. In accordance with this, Mackintosh on June 28, 1898, approached Peyton for the purchase of the 262,000 shares he controlled, offering \$6 per share.

Peyton, as agent for the holders of the 262,000 shares, constituting the majority of the stock, declined this offer, but agreed to transfer the shares to the B. A. C. for \$6 per share in cash, provided that if at any future time the defendants should acquire the minority holdings at a higher price than this, then the defendants should pay to the holders of the majority stock such further sums as would realize for their shares respectively the same price per share as that which should be paid by the B. A. C. to any of the owners of the minority holdings for their shares.

Mackintosh, plaintiff claims, accepted this counter offer, and thereupon the control of the stock controlled by Peyton transferred their shares to the B. A. C. Subsequently to this the B. A. C. purchased the minority holdings, and in order to acquire them paid \$8.20 per share, or \$230 a share more than the \$6 paid for the majority holdings.

At \$230 a share the further amount due to the holders of the 262,000 shares would amount to \$602,620.70, which Williams claims should have been paid to them as a result of the agreement under which they transferred their stock to the B. A. C. However, it was not paid, and in consequence the present action was taken. The persons already mentioned as the majority holders previous to the action being taken assigned their claims to Williams.

Williams retained Bodwell & Duff, of this city, and started this action on August 30 of this year in the Supreme court here. He claims for an order for the payment to him, on his behalf and as assignee of the claims of the other persons mentioned as majority holders, the sum of \$602,620.70 and such other relief as the nature of the case may require.

The B. A. C., through Day & Hamilton, of Rossland, took steps to defend, and yesterday filed their statement of defence.

This document in the first place makes a formal denial of the allegation of fact in the statement of claim. It states further that if any of the majority holders assigned their claims against them to Williams prior to the action, then the assignment was not an absolute assignment, and was made without consideration. Defendants also aver that the plaintiff's statement of claim does not disclose any cause of action in law. That if any of the majority holders had any claim against the defendants in respect of the 262,000 shares, then such claim was satisfied and discharged by payment before action. That if the majority holders ever sold their shares to defendants, then such sale was agreed and made at a price of \$6 per share, and such price was fully paid by the defendants prior to the commencement of the action.

The suit being of such magnitude will naturally attract a great deal of interest, especially among mining men, and is one of the largest that the courts have had to deal with for a long time. It probably will not rest after one trial, but be appealed eventually to the Privy Council, no matter which side wins at first.

REMEDY FOR BURNS AND SCALDS.

Accidents are liable to occur at any time. Your child or yourself may become scalded or burned at the most unexpected moment. That is why Griffiths' Menthol Liment should be kept in every house. Its soothing effect is felt the minute applied, and is unequalled by any other remedy. Sold by all druggists, 25 cents.

Lacrosse match at Duncan's Saturday.

LOCAL NEWS.

Dance To-night.—The members of the Entre Nous Club will entertain their friends at the first dance of the season at A. O. U. W. hall this evening.

A Parlor Social.—The members of the Y. W. C. T. U. spent a very pleasant social evening yesterday at the residence of Mrs. Forman, Stanley avenue.

Labor Day Excursion.—The committee having in charge the Trades and Labor excursion to Nanaimo on Labor Day met last evening to wind up business in connection with the event.

True Blues Entertain.—Under the auspices of the True Blue lodge an entertainment was given at Jones Bros., hall last evening. A programme of instrumental and vocal music was provided.

To Elect Delegates.—A meeting of the Victoria Liberal-Conservative Association will be held at Jones Bros. hall to-morrow evening for the purpose of electing delegates to the Liberal-Conservative Union, which meets at New Westminster on Thursday next.

Visitors Received.—A reception was tendered Archbishop Bruchesi of Montreal at St. Ann's convent yesterday. The distinguished prelate was tendered an address of welcome by one of the pupils and made a brief reply. A concert followed.

Christmas Number.—A prospectus has been issued by the British Columbia Mining Record for a Christmas number, to be printed in magazine size on enameled paper and illustrated with 100 engravings from original drawings and photographs. There will be 128 pages of letter press.

Physical Culture.—Mr. John St. Clair, physical instructor in the city public schools, addressed a meeting held in the Y. W. C. A. rooms last evening, and explained the proposed line of work which will be adopted in instructing the new class of the society. This will open at the Pemberton gymnasium on Wednesday next.

Death's Hand.—Early yesterday morning death claimed Madeine, the little five-year-old daughter of Mr. and Mrs. Phil R. Smith, who have the sincerest sympathy of their many friends in their sad bereavement. The funeral will take place to-morrow from the family residence, corner of Mary and Bay streets, Victoria West.

Close of Navigation.—It is expected that the Yukon river will be closed to navigation by October 15. Every effort is being made by the railway and steamship companies to get all goods ordered through to Dawson before the ice interferes. The companies have purchased a number of scows to run in conjunction with their steamers.

Laundryman Fined.—Wing Lee, a Yates street laundryman, was fined \$5 and \$2.75 costs in the police court yesterday morning for an infraction of the fire prevention by-law, it being shown that he had repeatedly been warned about having his stove-pipe too close to the wooden partition of the building. Mr. Moresby, of Drake, Jackson & Helmecken, appeared for the defence.

New Buildings.—Architect Hooper is calling tenders for the new block to be erected at the corner of Government and Broughton streets for Mr. Charles Vernon. Tenders must be in by October 5. It is understood that Alderman P. C. MacGregor will commence work on a four story building on his property at the corner of Broad and View streets early in the new year and still another building is to be erected by a new firm about to start business here.

Will Go to the Asylum.—Mary Troy, a middle aged woman, who has been living by herself near Parson's Bridge and incidentally causing her neighbors much trouble, was brought to the city by Sergeant Langley yesterday, adjudged insane, and will be sent to the asylum to-day. For some time the woman has refused to eat anything, subsisting on wild peas and berries gathered in the woods. She first came before the public some years ago when she got in front of a train on the E. & N. railway and had part of a foot taken off. A few months ago she caused some amusement by advertising for a husband.

For the Museum.—The Dominion government has secured for the museum at Ottawa the finest collection of British Columbia and Alaska Indian curios that it is possible to get together. The collection was purchased from Mr. A. A. Aaronson, the Johnson street dealer, it being a private collection that it took him over 20 years to make. It consists of 520 pieces, most of them very old, and including old copper shields and stone work, paddles and moccasins, medicine men's rattles, staffs of office, and in fact almost every article used by the Indians as ornaments or otherwise in the days before the advent of the whites. The price paid ran into the thousands.

Muir-Green.—At the residence of the bride's parents, Heywood avenue, Beach hill, last evening Mr. Douglas D. Muir, accountant in the offices of Messrs. R. Dunsmuir & Sons, was united in marriage to Miss Caroline Homington Green, the youngest daughter of Mr. A. Green. Rev. W. Leslie Clay officiated, the groom being supported by Mr. J. E. Martin, and Miss Berridge and Miss H. M. Green attended the bride. After the ceremony a reception was held when Mr. and Mrs. Muir received the congratulations of a large circle of friends. They received numerous handsome presents. As the couple left the house to board the steamer Islander on their way to Vancouver and the Sound cities they were lustily cheered and given a parting shower of rice and old shoes.

The Hot Bird Comes High.—It is necessary for one to be a good paying claim, if not a bouquet of them, behind him, to indulge in the luxury of a cold bottle and hot bird at Dawson, without visions of impending bankruptcy disturbing the appetite. Here is an extract from the Hoffman House bill of fare for the 10th instant, published in the "Gleaner" of that date: "Grouse, whole, \$4; roast birds, \$2; teal duck, \$3; mallard duck (one-half), \$3; prime beef, \$1.50; spring chicken (one-half), \$3.50; radishes, 50c; jettison, 50c; fresh tomatoes, 50c; cucumbers, 50c." After looking at this programme the cheechako usually decides he isn't hungry, or else orders beans and bacon. Spring chicken at \$7 per are a trifle like the new Bank of America, which are too high for common mortals to revel in. Mallard ducks at \$6, and no chance for the customer to stuff himself with feathers! And yet they say a man who is sportsively inclined can get any kind of game in Dawson (without going off the main street!)

NOTICE

CHANGE OF CORPORATE NAME.

Notice is hereby given that the Union Colliery Company of British Columbia, Limited, intends to apply to His Honor the Lieutenant-Governor for permission to change its name to that of the Wellington Colliery Company, Limited, Locality.

Dated Victoria, 18th July, 1899.
DAVID, POOLEY & LUNTON,
Solicitors to the Union Colliery Company o

In the Supreme Court of British Columbia

In the Matter of the Quelling Titles Act,
— and —
In the matter of the Northernly part 11x80 feet of subdivision (4) of Town Lots (618) and (620), Block (3) and the Northernly part 11x80 feet of subdivision (8) of Town Lots (602) and (603) Block (3) in the City of Victoria in the Province of British Columbia, formerly the property of Nicolai Caspersen Mathieson or his heirs.

Whereas, By an order of the Honorable Mr. Justice Drake, dated the 15th day of August, 1899, made upon the petition of Charles Hayward, it was directed that a declaration of title do issue to the petitioner declaring him to be the legal and beneficial owner in fee simple in possession of the lands above mentioned, unless a statement of adverse claim be filed as hereinafter mentioned. Notice is hereby given that any person having or pretending to have any title or interest in the lands above described, or any part thereof, is required within three months from the date hereof to file a statement of his claim with the Registrar of the Supreme Court at Victoria, pursuant to the above act, and in default of such statement a declaration of titles as in the said order directed will issue to the said Charles Hayward.

Dated the 16th day of August, 1899.
YATES & JAY,
Solicitors for the Petitioner.

Land Registry Act.

In the matter of an application for a duplicate of a Certificate of Title to lot six (6) of subdivision of sub lot one (1) of section seven-fifty-five (75) Victoria district (map 238).

Notice is hereby given that it is my intention at the expiration of one month from the first publication hereof to issue a Duplicate of the Certificate of Title to the above lands, issued to Gregor Clement Souter, on the 25th day of January, 1899, and numbered 5642A.

S. Y. WOOTTON,
Registrar-General.
Land Registry Office, Victoria, B. C., 1st September, 1899.

Certificate of Improvement

LATCHBROOK AND STAR MINERAL CLAIMS.

Situate in the Clayoquot Mining Division of Alberni District, Where located: Deer Creek, Todino Inlet, Clayoquot. Take notice that I, Charles Hayward, Free Miners' Certificate No. 119,563, intend, 60 days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 3rd day of September, 1899.
F. CURKAN,
Found Keeper.
Victoria, September 26, 1899.

Corporation of the City of Victoria,

Notice is hereby given that on Wednesday, the 4th day of October, at the city pound, situate on Chambers street, at the hour of 12 o'clock noon, I shall sell by public auction the following animals, viz.: One red cow, also cow and heifer, both rindle and white, and one roan horse, white face; unless the said animals are redeemed and the pound charges paid at or before the time of sale.

City Clerk,
City Hall, Victoria, B. C., Aug. 18, 1899.

CITY OF VICTORIA,

BRITISH COLUMBIA.

Tenders for Debentures

Sealed tenders endorsed "Tenders for Debentures" will be received at the office of the undersigned up to 4 p.m. on the 20th day of October, 1899, for the purchase of debentures of the Corporation of the City of Victoria, B. C., amounting to \$210,100, or its sterling equivalent, at the rate of \$1.86 2-3 to the one pound sterling in sums of \$1,000, or its sterling equivalent, as aforesaid, payable in 20 years from 15th November, 1899, and bearing interest from that date at the rate of four per cent. per annum, payable half-yearly; with principal and interest payable as aforesaid at the office of the Bank of British North America, either in London, England, New York, Montreal, or Victoria, B. C.

The tenderer must state the price net at Victoria which he will pay. In addition to the net price, the purchaser will have to pay the Corporation the interest at four per cent. from the 15th November, 1899, to whatever date the money is received by the City Treasurer.

The above debentures are issued under authority of "The Consolidated Debenture Loan By-Law, 1899," with principal and interest secured by a rate on all rateable land and improvements in the Corporation of the City of Victoria, and are intended, together with the sinking fund on hand, to retire debentures amounting to \$272,500 bearing interest at the rate of 5 per cent. per annum.

The Corporation does not bind itself to accept any tender.

WELLINGTON J. DOWLER,
City Clerk.
City Hall, Victoria, B. C., Aug. 18, 1899.

Corporation Notice.

Any person or persons having plumbing work done or constructed which is at any time intended to be connected with the public sewers in the city of Victoria will be required to send the necessary notice to the office of the City Engineer, as per Sewer Construction Regulating By-law; and any plumbing work which has been done without such notice having been sent, must be inspected at the time of application for sewer connection, and the same must be opened for inspection, if necessary, when ordered by the City Engineer.

By order,
C. H. TOPP,
City Engineer.
Sept. 1st, 1899.

APIOL & STEEL PILLS

For the cure of all ailments of the stomach and bowels, indigestion, flatulence, constipation, and all other disorders of the digestive system. It is a powerful and reliable remedy, and is sold by all druggists.

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For the Season.

WEILER BROS'. CARPET LIST.
Victoria Imperial, Axminster.
Wiltons and Velvets in the very latest styles.
Brussels and Tapestries in all grades. Wool and Union 36 inch Carpets. Durrie and Carpet Felt, in Art Shades.

SQUARES IN.
Axminster, Wiltons, Velvets, Brussels. Tapestry, Douro, Kensington, Art Squares, and a large assortment of

SMYRNA HEARTH RUGS.
Carpet and Drapery Departments on Second Floor.

Walter S. Fraser & Co., Ltd.

No doubt there are other good teas, but for strength, richness and real quality Blue Ribbon Ceylon stands alone.

Vile Politics of Montana.

How Affected by the Fierce Rivalries of Two Mining Millionaires.

Incidents of Fight for State Capital Revived—The Copper Combine.

Butte, Mont., Sept. 10.—The commonwealth of Montana has been described as an empire in itself. The description is pre-eminently just. It is a country of varied resources, whose glens and valleys are as prolific as those of Languedoc or of Andalusia, whose mountains are glorious, and whose lakes are supremely lovely. Its rivers that rival the Rhine and the Danube roll over precious stones and sands of gold, and its climate has no parallel on the Atlantic seaboard or in any of the states of the Mississippi valley. The gods decreed that here should dwell a great race, for such a country as this breeds men and heroes, and the pioneers of Montana are worthy sires of a race that in future will be great. Men who meet W. A. Clark in Washington, in London or in Paris, and hear him talk of the great masters of art and literature can have no conception of the W. A. Clark of a quarter of a century ago. To me, at least, he is not half so picturesque a figure playing the dilettante and statesman as the Bill Clark who made the famous ride to Butte to call the pioneers to arms against the Nez Perce Indians in 1877. He covered the distance of 42 miles in three and one-half hours, and the entire way he rode but one noble animal. D'Arctignac in his most glorious days, could hardly have done better. The Major Clark who led the Butte Battalion against Chief Joseph—the most redoubtable of Indian warriors—and sang for his command beside his blivous the "Star Spangled Banner," is a far more interesting personality than the Senator Clark who will soon join the distinguished galaxy of men who form the United States Senate. When W. A. Clark was forging his way ahead against ten thousand obstacles in what was then the wilderness of Montana, for us Bohemians was a far nobler figure than now, when he has become the peer of the Rothschilds, the Astors and the Vanderbilts. The Napoleon of the Boulevards, patronized by the actor Talma, whose bread he ate and whose money he spent, was a far finer character than the Napoleon on whom shone the sun of Austereitz, whose glory has faded and whose name is now a byword for vulgarity. It was this that rendered the genius of Cleopatra diseased. It ruined the magnificent possibilities of the great Frederick II. of Germany. It corrupted the monuments of art and literature that the world possesses have come to us from men whose genius was spurred by poverty. "Paradise Lost" we owe to the blind and poverty-stricken old age of Milton. We owe Tasso's "Jerusalem Delivered" to a genius sharpened by outrages which only medieval buffoons and tyrants could have been guilty of. Poor Cervantes created "Don Quixote" when stung by the pangs of hunger. The butlers that waited at Sheridan's table when Burke and Fox and Reynolds and Wilberforce sat at his board have faded in disfigure. And yet, when he is dead and gone, the "School for Scandal" and "The Rivals" entitle him to a tomb in Westminster Abbey and an immortality and renown which gold can never buy. From Homer to Poe and poor Clarence Mangan, poverty has been the bride of great poets. The genius of the artist, the poet and the author seem to perish in the arms of wealth and luxury. And this is why I do not admire Senator Clark nearly so much as I have admired that sturdy pioneer who braved the wilderness and achieved imperishable fame as one of the founders of the great commonwealth of Montana.

Nor can I see anything in the Marcus Daly of to-day that I can eulogize with the achievements of his past. Boundless wealth and the parasites that crawl around his possessor have changed him from what he once was. He grew up in an Irish village, and his ideas were shaped by the history and traditions of a race whose past either in tragedy or in glory has no parallel in the world's annals. While poor and unknown these traditions were his religion and his life. But when Fortune showered wealth and fame upon him the ideals of his drawing years were lost. He had a noble and generous heart, but success and gold have almost transformed him. He has conferred immense services upon his state, and in his younger days he conferred benefits which made many men great and famous. John W. Mackay and James G. Fair owed him more than the world ever knew. It was Marcus Daly that pointed out the road to George Hearst through which he achieved boundless wealth, a seat in the American Senate, and a name that was not unworthy of being classed as illustrious. He had the keen eye of a keenly observing man. To-day he will exhaust the vocabulary of the English language denouncing certain people, and on the morrow his purse will be at the disposal of the men denounced. Daly is a strange and complex character. That character is full of contradictions, and these who understand it must always recollect that poverty, struggle, danger and distress were his partners in early life, and that never for him have the gates of higher education and learning stood ajar.

It will be easier to understand the political conditions of Montana from this little insight into Marcus Daly's character. He has made them what they are. The old theory that "the voice of the people is the voice of God" is as dead in Montana as in the realms of the Sultan of Turkey. I doubt if political conditions have ever existed in any state of the Republic so strange as those of Montana. There have been English parliaments controlled by the gold of Louis de France, and by the mistresses of Charles II., and there have been Montana legislatures controlled by equally disreputable influences. Political corruption

in Montana has reached the point when its people say it must end. It is a fatal ulcer devouring the body politic, and that ulcer must be cut out, lest the state perish. Pious folk back East, who wear grave faces and sit in front pews and thank God each Sunday that they are not like Godless folks out West must not be too ready to fling stones. Much of this corruption is due to gold squandered by the agents of pious New England folk. Even as I write, plans are being laid for the prostitution of Montana politics to a depth of infamy which has never been attained before, and the gold which is to effect this prostitution is to come mainly from the pockets of New York and New England capitalists.

The rivalry of Marcus Daly and W. A. Clark forms for twenty years past of Montana's political history. It is impossible to tell the origin of the feud between Clark and Daly. Nearly ten years ago I asked Mr. Daly why such bitter animosity should exist between two Democrats. He told me he did not know, and admitted it should not be. Years after I put the same question to W. A. Clark, and he was as powerless to explain as Daly.

The truth is, it had no other cause than difference of character and temperament. Social and business rivalry fanned the flame of natural antipathy till it grew to be a devouring passion and a feud as fierce as ever arose between mediæval barons or Oriental satraps. The state divided itself into two camps; the Daly colors floated over the one, the Clark banner over the other. The Montanan who did not belong to either seemed "To hang Quite out of fashion, like a rusty mail In monumental mockery."

In 1889 W. A. Clark won the Democratic nomination to Congress. Montana was then overwhelmingly Democratic, and a nomination was naturally equivalent to election. But Daly played the part of Achilles, whereby Agamemnon took his prize away. He snubbed in his tent, and a bright young lawyer of Helena heard of it, and sought and obtained the Republican nomination. Nobody thought that the Republican nominee had the ghost of a show. But when the votes were counted, Thomas Carter was member of Congress from Montana, and a new and brilliant star had arisen in the firmament of the great Republic. Daly's following had broken away from party lines, and to avenge their snubbing chief had elected Carter. The year following Billy Dixon, a Daly standard-bearer, won the Democratic nomination. The Daly clans returned to their allegiance and Tom Carter lost his seat in Congress.

In 1892 Montana chose a Democratic legislature, and W. A. Clark was chosen by the caucus as the party's nominee for the vacant seat in the United States Senate. But nine Democrats bolted, and under Daly's leadership they fought the election the whole session through. Cleveland had just been elected, and for the first time in nearly half a century Democracy had a chance to control the Senate. But if Daly balked Clark's election, the United States Senate might continue Republican. Naturally all eyes were on the senatorial contest in Montana. Mr. Cleveland sent ex-Governor Hauser to J. B. Haggin, Daly's alter ego, with a fervid appeal to stay Daly's hand, but Haggin declined to interfere. The Democratic National committee sent personally, and letters and appeals to Daly like never reached him from all parts of the Union. But Democracy might just as well have appealed to the ghost of Julius Caesar as to Marcus Daly. He had resolved that Clark should never sit in the United States Senate, and an angel from Heaven could not have changed the resolution of Clark's implacable foe. And so for two months the legislature of Montana became the theatre of a drama as strange, as varied and as passionate as ever yet has been enacted on any political stage. The contest was not fought by methods, by influences and by passions which no lover of liberty or of genuine Americanism can contemplate without rage and shame.

No man admires Marcus Daly more than I. In private life he ranks among the best of men. His wonderful business genius has built up untold benefits upon Montana, and I might justly commend the Republic as a whole. But politics have been the bane of Marcus Daly's life. They have stained his name, and not all the waters of the Missouri can ever wash that stain away. And he left politics severely alone, and devoted his great talents entirely to business, his would have been a record of unsullied honor. But politics led him into association with the worst elements of the population, with the boodler, the intriguer and the parasite, and wealth that should have gone to benefit mankind has been squandered on the degraded and the corrupt.

These are severe criticisms, but they are the criticisms that I hear from the independent men of Montana who are his true friends. Mr. Daly, himself, will some day realize that the criticism is just, when he is removed from the unhealthy atmosphere with which politics have surrounded him, and which politics have so intensively realized their depth and intensity. A veritable cyclone of fierce excitement swept the state, and the passions then aroused are not yet at rest. Helena was fighting for its very existence, and Daly for his prestige. Daly spent millions for organization, for pamphlets, for every conceivable oratory. He held, so he thought, the prize in the hollow of his hand. But many of those who shouted for Daly and for Anaconda, and who jingled Daly's golden ducats in their pockets, voted "nay" to Anaconda in the secrecy of the ballot box.

W. A. Clark took advantage of the capital city to place the Daly armor with any a deadly shaft, and his money and his influence undoubtedly defeated the attempt to make Anaconda capital of the state. It was a fortunate thing for Daly, from a financial standpoint, that he lost for the deal with the Rothschilds was practically unannounced, and he and Haggin retained their interests till Anaconda securities were threefold more valuable than the Rothschilds could then have acquired them for. The Anaconda fight demoralized the Democracy of Montana, and in consequence two Republicans, Thomas Carter

and Lee Mantle, were elected to the United States Senate. Daly's passions or ambitions have, therefore, been twice the cause of Mr. Carter reaching a pre-eminence in the public life of the union, and this was not because he hated Clark less, but he hated Clark the more. In the campaign of 1896 Clark and Daly were both in the Ryan hand-wagon, and in the elections of 1898 Clark and Daly led the tickets in the field. Daly with the aid of F. A. Helme, sent a full delegation to Helena from Butte, but Clark carried the Helena and other districts which had been alienated by the capital fight. When the legislature met only was in New York negotiating with the Standard Oil barons for the formation of the great copper combine. Clark was on deck at Helena, richer, more powerful, more suave than ever. The Daly forces were in line, but they lacked the guidance of the master hand of the chief. As a consequence, Clark out-maneuvred his opponents and made a trade with some Republicans, and by their aid secured the great prize which had been the dream and the ambition of his life.

There is much talk among the Daly following of carrying the fight against Clark to the Senate. This talk is purely talk, and the methods of the men that elected him. But all the world knows that it was Daly methods that made the Clark methods possible and even inevitable. It was Mr. Daly's gold that prevented Clark from waiting the course of the law, and before, if the Daly people are wise they will let Mr. Clark take his seat quietly. I find Montana infested by gangs of political highwaymen of whom the people at large are growing tired, and I feel sure that the United States Senate will not play into the hands of such highwaymen, even to please Mr. Marcus Daly. In fact, I have been told by influential Senators that there is a strong sentiment in Washington in favor of Mr. Clark, which arises partly because of his pluck and perseverance and his success in finally carrying off the laurel crown of victory.

Moreover, J. B. Haggin is no longer Daly's evil genius. The Standard Oil kings are Daly's new allies, and they have favors to ask of Mr. Clark, and are exceedingly anxious to be on good terms with him. They control all the copper mines of the West, except those of Helme and Clark. Clark's Colusa Parrot mines are fabulously rich, and they are right in the midst of the Anaconda ore bodies. In fact, Clark claims that the Anaconda has been encroaching on his preserves, and has been fleecing some of his copper mines. He has a large army of lawyers and experts here to prove his contention. The Standard Oil-Daly combine have assembled an army, too, and both armies are even now contending over the ownership of these certain ore bodies. Daly would like to fight on forever against Clark, but the old barons prefer peace, the expenses and possible losses of a long and bitter struggle, and I am inclined to think that they will pull Daly off the war-path and make a treaty with Clark. Clark is the biggest individual factor in the copper world to-day, and the more he is the more they say they kind of streets lasts for years and don't need no repairs. This ought to be sufficient to dam it, for how is the poor laboring man to live if the work is a-going to be cut off from him?

One of them fellows they call "social economists" says that this is how it ought to be on the whole. He says that when they laid them blocks down on the street they laid them on a sub-way where all the telephone and electric wires, sewer and water pipes could be laid when the city was prepared to adopt a thrur underground system. He's one of them fellows that talks threv his hat. He said that in a country like this, where we are subject to a long rainy spell, it would pay handsomely to put the whole of the business end of the city under a glass roof, so that people could go around town and transact business without exposure to wind or rain. He pretended that the saving in various ways would soon pay the cost of erection and maintenance, and that at a comparatively small cost the place could be kept as clean, comfortable and elegant as a big exposition building. I sed to myself when I erd him a-blowing his bazoo, "Thank God there's only a very few such fellows as you around."

He's one of them fellows as wants trains and ferries a-runin' everywhere. The likes of him would make a commercial man of any place, and he would have tenkies a shooting out in every direction. He says, says he, "That's how old England did it, and we orter to foller suit."

Now, Mister Editor, what's the use of our spending money on steamboats and ferries if people from other places is willin' to furnish them for us for nothing? I don't see nothing wrong with the Utubia. She's a trifle slow, perhaps, but she's more reliable than them sailing vessels we used to hev years ago. We sometimes used to hev to wait three or four days for a breeze before we could come into port and thort nothing of it. If the Utubia ain't fast enough for them smart alecks and flyt-flyt dudes with their new fangled ideas, I can get out and walk. Them's my sentiments, Mister Editor.

Yours truly,
REUBEN MOSSBACK.
The Gentleman from Chicago—Stranger, can you tel me where there is a good place to stop at?
The Citizen of Boston—Just before the fountain, sir.—Indianapolis Journal.
"at." Good day, sir.—Indianapolis Journal.

My friend, look here! You know how weak and nervous your wife is, and you know that Carter's Iron Pills will relieve her, now, why not be fair about it and buy her a box?

Go to Duncan's next Saturday. Ball in the evening.

Order of all Chemists, or post free for \$1.50 from EVANS & SONS, LTD., Victoria, B. C.
Martin, Pharmaceutical Chemist, Southampton.

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PURE OAK TANNED
Buy our "Extra"
Quality never varies.
MONTREAL. TORONTO.
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J. C. DIXON, AGENT, VANCOUVER
The finest line of Down Quilts in the city. Welles Brothers.
Fifth Regiment Band plays at Duncan's Exhibition Saturday.

MODERN IMPROVEMENTS.

A Mossback's Impression of Recent Undertakings in Victoria.

Mister Editor: Skuse me for putting my spoke in, but I just want to say, if they're a-going to keep on making them new-fangled improvements I dunno what's a-going to become of us poor folks—little tradesmen, laborers and the likes.

Take fort street and them other places where they're layin' down them cement sidewalks. Don't you know it's a-going to ruin the shoe-making industry? Board sidewalks is much the best for the doctors and the patent medicine business. Boards holds the dampness which soaks into the leather and when you go lickety split up against one of them spikes, which you can't fule to do in every dozen yards or so, there is a job right away for the cobbler. And then again if you stop to talk to a friend for a few minutes you ken feel the dampness creeping up in yer bones like the mercury rising in a thermometer, and then you've got to go right off to the drug store and get something to keep you from having the grip. So you see the boards stimulates trade and keeps money in circulation. Then look how many times the boards have to be renewed, by which means a lot of laborers is always kept at work.

And air the dear little children, too, to be robbed of their innocent pleasures? How often have we seen them and herd them laugh and shout with joy while they teetered on a loose section of sidewalk. Where will they find the material to build their little play-houses and make their hot-house with if we abolish the wooden sidewalk?

And then there's a moral, or rather immoral, side to the question. Peepul used to stimp their toe agin a spike and think nothing of it, and if they happened to fall would get up agen, and with a smile of Christian resignation go on their way rejoicing, but now, since they have got used to the copper-nosed walk, when they strike a spike (at least some) do turn around and curse the board sidewalk until the air is blue with profanity, which shows konklusively that the people are becoming demoralized, and all on account of them new fangled ideas that has got into the heads of our law-abiding citizens.

And that is not all; they've gone and laid down wooden paving blocks in the street, and this is going to ruin the blacksmithing trade. Why, Mister Editor, if all the streets in Victoria was to be paved with them wooden blocks, one-half of the blacksmiths and wagon-makers could have to shut up shop. The saying is, more than half, all of them would be a dead loss to the blacksmith trade. And then they say them kind of streets lasts for years and don't need no repairs. This ought to be sufficient to dam it, for how is the poor laboring man to live if the work is a-going to be cut off from him?

One of them fellows they call "social economists" says that this is how it ought to be on the whole. He says that when they laid them blocks down on the street they laid them on a sub-way where all the telephone and electric wires, sewer and water pipes could be laid when the city was prepared to adopt a thrur underground system. He's one of them fellows that talks threv his hat. He said that in a country like this, where we are subject to a long rainy spell, it would pay handsomely to put the whole of the business end of the city under a glass roof, so that people could go around town and transact business without exposure to wind or rain. He pretended that the saving in various ways would soon pay the cost of erection and maintenance, and that at a comparatively small cost the place could be kept as clean, comfortable and elegant as a big exposition building. I sed to myself when I erd him a-blowing his bazoo, "Thank God there's only a very few such fellows as you around."

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Eave Troughs and
Conductor Pipe
from us—cheaper than you
can make them, and you're
always sure of perfect quality
and fit.

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brands of Galvanized Steel
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Our Corrugated Expansion
Conductor Pipe is ahead
of any other pipe made—it
allows for contraction and
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feet lengths without cross
seams.

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for our Catalogue
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Metallic Roofing Co., Limited
MANUFACTURERS, TORONTO.

A. B. FRASER, Sr., Selling Ag't, Victoria Land Registry Act.

In the matter of the application of the Esquimalt Water Works Company of the City of Victoria, British Columbia, for a Certificate of Indefeasible Title to sections one hundred and fourteen (CXIV), one hundred and fifteen (CXV), one hundred and sixteen (CXVI), one hundred and seventeen (CXVII), one hundred and eighteen (CXVIII), one hundred and nineteen (CXIX), one hundred and twenty (CXX), one hundred and twenty one (CXXI), one hundred and twenty two (CXXII), one hundred and twenty three (CXXIII), one hundred and twenty four (CXXIV), one hundred and twenty five (CXXV), one hundred and twenty six (CXXVI), one hundred and twenty seven (CXXVII), one hundred and twenty eight (CXXVIII), one hundred and twenty nine (CXXIX), one hundred and thirty (CXXX), one hundred and thirty one (CXXXI), one hundred and thirty two (CXXXII), one hundred and thirty three (CXXXIII), one hundred and thirty four (CXXXIV), one hundred and thirty five (CXXXV), one hundred and thirty six (CXXXVI), one hundred and 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THE WEATHER.

Meteorological Office,
Victoria, Sept. 27-8 p. m.

WEATHER SYNOPSIS.

A vast high-pressure area extends from the Pacific eastward to Manitoba. It will probably cause a continuance of the present fine, warm weather along our coast while in the Territories there will be sharp frosts. Winnipeg reports a northerly gale with rain.

Light winds and fine, warm weather prevail over the American Pacific slope.

TEMPERATURES.

	Min.	Max.
Victoria	43	72
New Westminster	48	70
Kamloops	42	60
Harkerville	39	50
Calgary	38	50
Winnipeg	62	62
Portland, Ore.	38	82
San Francisco, Cal.	54	60

FORECASTS.

For 24 hours from 5 a.m. (Pacific time)—Thursday.

Victoria and Vicinity—Moderate, variable winds, continued fine, not much change in temperature.

Lower Mainland—Light, variable winds, continued fine and warm.

DENISON.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

WEDNESDAY, Sept. 27.

Deg.	Deg.
5 a.m. 43	Mean 58
Noon 63	Highest 72
5 p.m. 65	Lowest 43

The velocity and direction of the wind were as follows:

5 a.m. Calm.	
5 p.m. 11 miles northeast.	

Average state of weather—Fine. Sunshine—10 hours 12 minutes.

Barometer at noon—Observed, 30.212 Corrected, 30.218

E. BAYNES REED,

Provincial Forecast Official.

PASSENGERS.

By Steamer Islander from Vancouver:	
P. Edmund.	John Cuthbert.
Miss Hall.	T. Trapp.
Mrs. H. P. Johnson.	Mrs. Sydney Leggett.
G. Hillier.	F. P. Schooley.
R. E. Ramage.	
Miss McKnight.	H. E. Padmore.
J. A. Girdlestone.	T. R. Gilmour.
C. F. Todd.	T. Owens.
J. J. Wheeler.	J. L. Basse.
W. R. Jackson.	A. C. Howe.
R. H. Hall.	Mrs. W. L. Nicoll.
C. Curry.	B. H. T. Drake.
M. Maers.	C. W. Gamble.
W. Stead.	A. Churton.
W. W. Fringe.	Mrs. M. Watt.
Miss Churton.	Miss Ray Hampton.
Mrs. McKenzie.	A. R. Eskiue.
Mrs. Stoes.	C. A. Godson.
(I. M. Rows.	A. Brush.
E. W. Davies.	C. Deelin.
J. A. Robertson.	Miss Carmetta.
C. Currel.	F. Collins.
Mrs. D. McIntyre.	E. A. Gardner.
R. A. Kaufman.	Mrs. Gardner.
W. A. Gilmour.	R. A. Lester.
M. B. Machern.	Miss Wright.
J. H. Austin.	Wm. Coblack.
J. Michael.	J. B. Stead.

CONSIGNEES.

By Steamer Islander from Vancouver:	
G. A. Richardson.	Parsons Prod. Co.
Murdoch & Mann.	Island's Day Co.
R. B. Marvill.	B. B. Marvill & Co.
Weller Bros.	I. G. Giffen & Co.
J. Powell & Co.	A. R. Smith & Co.
Albion Iron Works.	Island's Bros.
W. S. Fraser & Co.	A. R. Smith & Co.
G. Prior & Co.	I. L. Salmon.
Harvin & Co.	E. G. Prior & Co.
C. Earle.	City Plumbing Co.
W. A. Ward.	W. A. Ward.
Martin & Robertson.	Thos. Allie.
B. C. Jobbing Co.	Ramsay Bros.
D. Morris.	Singer & Co.
D. Spencer.	G. B. Munro & Co.
Lenz & Leiser.	Vic. Chem. Co.
S. J. Pitte.	Weller Bros.
Thos. C. Barker Co.	H. Padmore.
Bom. Ex. Co.	

FRIENDSHIP.

Highest thanks I owe you, excellent one. Who carries on the far for me, also, Entangling the meaning of all my thoughts into the new-born poetry.

The indulgence of human affection. In poetry, in common speech, Emotions of love and complacency, That true imitations teach.

I know it not, but yet I fear it not, My relation to thee is pure; I hold thee by simple affinity, Which makes life easy to endure.

Give me friendship, the pure act of God, Not the all-confounding pleasure, That which comes near in the holiest ground, That which I alone may treasure.

—Wm. Brydson.

ALNWICK CASTLE.

In the troublous times of Stephen, the Northern chieftains were in their element—levying forces, imposing taxes, and dilapidating to their hearts' content; and it seems to have been the son of that fourth Percy who took Stephen's side and helped to rout the Scots at Northallerton, in 1137, who presently, with two other barons, violated the sanctuary of Saint Hilda's chapel by rushing after a wounded bear and slaying the protesting priest; in explanation of which outrage, later on, "Whitby's nun's" exulting told how to their house three barons, in mustered, at some do," by annually bringing faggots on their backs, to mound the pier.

The oldest existing portions of Alnwick were built by Eustace Fitzjohn, husband of Beatrice, heiress of Yvo de Vesel; and the castle was so far completed by him that as early as 1135, it is spoken of as strongly fortified. It remained in that family until William de Vesel falling legitimate heirs, assigned it, in trust for his natural son, to Deke, Bishop of Durham, by whom it was sold to Sir Henry Percy.

In his brief five years' occupation, the castle was managed to prosper, the stronghold almost throughout; and as you approach the castle from Northallerton you are at once confronted by his work. For here stands the Barbican, blackened and weathered with centuries of smoke and storm, with its two turrets and archway as it was when built. At its base, also, is the tower, in 1388, Hotspur and his knights sallied out under the Lion of Louvaine, to meet and fight the Douglas, but surely not to say him; since Hotspur was captured, at Otterburn; and, again, when in 1402, he went forth to Homildon and decimated the Scots, and then, enmeshed according to custom, drew his captives at his heels; passing on "to purge the country of its oppressor," as he thought, but to meet his own fate at Shrewsbury—the first of a race predestined to have their heads impaled on stakes for some generations to come.—Rev. A. H. Martin in Pall Mall Magazine.

THE BEST LAXATIVE FOR BABIES AND CHILDREN,

Garfield Fig Syrup

1-2 oz. Bottle. All Dealers

Beginning of
A Gold Camp.

Atlin's Story of Many Years Neglect Following Discovery Again Told.

Short Life of Some Rich Claims --Quartz Prospect Bonded --Royalty Collections.

Special to the Colonist.

Atlin, B. C., Sept. 13.—Fritz Miller was born in Hanover, and came out to Juneau in 1890, where his headquarters have been ever since. Though always called the discoverer, in reality he was not, as his brother found gold in Pine creek in 1891 while prospecting around Atlin lake, having come in here from Juneau by way of Skagway. In 1897 Fritz Miller returned home from Dawson, after having spent four years in the Far North. It was then that Fritz and his old partner, Kenneth McLaren, decided to investigate the creek which his brother had found so many years previously. Leaving Juneau on February 12, 1898, they arrived at Skagway on the 14th, set off with a good dog team and 800 pounds of provisions for the now well-known gold fields. On the 27th they reached Shallow lake, and on the following day Log Cabin. Here they left the Skagway trail. They were unable to go straight ahead, having to make a trip one day with half their provisions, and go back the following day, bringing up the remainder. On the 29th they made the end of Too-Chi lake, with half their provisions, covering a distance of 36 miles, and on the day following brought up the remainder. They camped on Too-Chi river. They then built a bridge over Too-Chi river and pushed on to Taku Arm. They had several narrow escapes in the canyon, Miller nearly getting drowned. On the 3rd of March they made 20 miles up Taku Arm, and on the 4th reached Tird Man's Point, the round trip being 30 miles. Two of the dogs here played out, and had to be turned loose. It was freezing hard, and, as Miller says, blowing 400 miles an hour. The next day they took a rest, both the men and dogs being completely done up, the latter so much so that they did not stir a foot all day. By the 7th they were camped with all their provisions at Windy Bay, or as it is now called, Golden Gate. By the 10th Atlin river was reached. It was open and running swift. On the following day, after hours of hard work, climbing over fallen timber and building bridges, Atlin lake was reached, and on the 12th Pine creek. One week was taken in prospecting from the mouth to Surprise lake, building trails, etc., and on the 20th they moved camp and started the first prospect hole. They then started another, but had to quit it on account of water, though the gravel was fairly good. By the 24th bedrock was reached in the third hole at 574 feet, but with no results. Like results followed in the next. By the 27th they had sunk the fourth hole, and found bedrock at five feet with good pay two feet from the surface. Things now looked encouraging. With one day's more work they were satisfied that their reward had at last come. For nearly six weeks they had suffered continued hardships, but had at last reached the goal for which they had started. Mother earth had now to give up the secret of her long hidden treasure, and the streams which had toiled on for thousands of years, bringing the yellow metal from the far distant hills, were soon to be turned this way and that by the busy hand of man. Grub had now come nearly to an end. With 25 pounds for the two men and dogs, they started homeward, reaching Canyon City, nine miles from Dyce, in seven days, after travelling day and night, breaking the trail as they went. On April 5th they made another start from Juneau, with a large supply of provisions, arriving in Atlin June 4, in a boat they built on Lake Bennett. They then returned to the discoveries, built a cabin, and started to work in earnest, continuing until July 23, when Miller went out to Tagish and recorded. Then the stampede began.

Pine with its many squeaking waterwheels, sluice-boxes and dams, is a novel sight for the uninitiated in placer mining. The creek has been literally turned upside down. Discovery claim, which is about eight miles long, is in the centre of the claims at present being worked. The south side of discovery has been practically worked out. Mr. Miller has 15 men at work and 50 sluice-boxes of three strings, five men being employed on each string. The bed-rock is mostly porphyry but sometimes decomposed slate which shovels like sand, and often it will change to mud. The depth of gravel will average about five feet. Below discovery the first few claims have been almost worked out and sold by the owners for a small figure. Nos. 8, 9 and 10 below have done well, especially 9, where the wash-up has generally been most successful, rarely giving less than two ounces to the man. These claims are staked as benches, and are really on a bar. No. 13 bench also turned out good, yielding the owner about \$10,000 gross. From here down to 35 the creek claims have been fair, but not rich, 21 being the best. From this latter to No. 38 the creek forms a canyon, afterwards widening out with low-lying land on both sides. A few claims are being worked below here, but not with any very encouraging results. Going up the creek from discovery, the owners are doing fairly well, until you reach the Caledonian group. Here they have taken out as much as \$1,500 in one clean-up. Going up we reach the famous Nugget Point, a small claim situated on a high bench on the north side, where Willow joins Pine. Though a small piece of ground it has turned out to be the richest in the creek. It is now quite worked out. The gold from here was very coarse, consisting mostly of nuggets, hence its name. From here up 1,000 yards the claims are all being worked with more or less success, but no rich strikes have been made, the best yielding one ounce to the man per day. From this on a few claims are being worked at intervals along the river. None, however, are more than paying expenses. The gold of Pine is mostly fine, though occasionally large nuggets are found. The benches will often only pay on top, not sufficient being found on bedrock to pay wages. In other instances good pay is won on bedrock, but generally there is too much unpayable dirt to remove before it is reached, which makes it unprofitable to work.

Two nuggets valued at \$42 were taken from No. 1 below the flume on Willow creek last Friday. Fritz Miller took out a 10-ounce nugget on Saturday. Mr. Miller is inter-

ested in some large quartz ledges on Surprise mountain which assay as high as \$1,200. An average sample went \$85 in gold, silver and lead. The ledge is 20 feet wide, and can be traced from Boulder across Surprise mountain to Spruce creek.

A small quartz ledge was struck last week on Col. Pearce's claims on Pine, carrying free gold.

Mr. Graham has returned from the Dalton trail. The season closes on the 15th, and does not open again until July 1.

James Miller is in the hospital with typhoid fever.

The bucket brigade of Atlin was called out last Wednesday to a small fire at the Kirkland hotel.

Two new blocks are shortly to be built—one by the Bank of B. N. A. on the corner of Pearl and First streets.

Willow creek is coming more into favor, some rich pans having been taken out below what has always supposed to have been bedrock. There is quite a demand for claims at a few hundred dollars each.

Mr. A. H. Brownlee, M. E., of London, and Mr. R. R. Fetherston, superintendent of the Blue Bell mine, north of Texada island, have bonded the Anaconda group, owned by J. A. Partridge and R. Flormann. These claims are situated close by Messrs. Tennant and Baker's sawmill. There appears to be a large deposit of quartz impregnated with iron. It is broken up considerably on the surface. The owners appear well satisfied and expect great results. There are eight men at work at present.

Royalty had been paid up to August 1 on 7,169 ounces. However, this does not represent the output, in spite of the government officials having the name of being such good tax collectors.

A severe earthquake was felt in Atlin and Discovery City on the 10th instant.

MR. MAXWELL IN ATLIN.

Awakens New Hope of Some Attention by the Authorities at Ottawa.

Mr. Maxwell, M.P., attended a meeting at Pine City in order to learn the needs of the miners and their feelings in regard to the laws in general which most affect them. It was a large meeting, the chair being occupied by Rev. Pringle. Seated on the platform were Messrs. W. McCraney, J. Staples, N. McLean, John Grant (ex-Mayor of Victoria), R. McLennan and others.

Maxwell being introduced, received a warm applause. He was glad to be among his constituents in this extreme limit of the Burrard district. Atlin had come into existence as a community of people since his election four years ago, and he had taken the first opportunity that presented itself of becoming acquainted with this new camp. He had been spending a week or two in the Dawson camp, for he felt that a representative of the people in the Dominion parliament required a personal knowledge of the whole country in order intelligently to aid in the enactment of new legislation required in the ever expanding West and Northwest of Canada. Klondike was now an important section of the Dominion and he was not less surprised than delighted to find that the Atlin district, also a part of his own constituency, had in so short a time grown to such proportions as to now attain, and he had come here to learn of what service he could be to the people in his representative capacity.

There had been some serious difficulties here, he understood, during the summer, but these had been in relation to matters coming under the authority of the provincial administration and with which he had nothing to do, but, expressing his views as distinctly as possible, so that he might understand thoroughly the duty that lay before him as their representative.

The chairman then invited those present to make known the public requirements of the district, and a number of speeches were made, those taking part in the discussion being Messrs. McCraney, Staples, McLennan, Grant, McLean and others. A wide variety of subjects were touched upon, but those chiefly appealing to Mr. Maxwell as the Dominion representative were the necessity of a better mail service and the appointment of a county court judge. Mr. Maxwell understood the difficulty under which the people were laboring in regard to these matters and the government would be appraised at once. In regard to the mail service it was the earnest desire of the Postmaster-General, Mr. Mulock, to meet the demands of the public in this respect to the fullest extent.

Mr. John Grant then moved the following resolution:

"Whereas it is desirable and necessary on account of the importance of this portion of British Columbia, that the members of the Dominion government of Canada should be properly informed as to its wants as well as to its great possibilities, not forgetting its contriving powers; therefore, be it resolved, that this meeting is of the opinion that its present member, Mr. Geo. R. Maxwell, is possessed of the necessary qualities to enable him to present its cause in a forcible manner to the members of the House of Commons as well as to the individual members of the government, and feel that reasonable results will follow his endeavors, and thank him for coming to see us."

THE TIMES AND THE CHINESE.

From the Cumberland News.

In a recent issue we ventured to criticize a statement made by the Times to the effect that Chinese because of their illiteracy and ignorance of the nature of gas are a source of danger in coal mines. We cited in support of our contention that Chinese are not necessarily a source of danger owing to their illiteracy, the fact that coal miners in England were formerly unable to read and write but were never for such reason considered unfit to work underground. Now the Times scoffs at the parallel and says: "Those illiterate English miners had what no Chinaman has—a knowledge of English speech and a fair share of English sense." Is the Times prepared to state that a Chinese because he cannot pass an exam in English does not understand orders given to him by managers? We have it from such officials that the Chinese employed by them do understand directions given in English. Else, what earthly use would they be in the mines?

The Times seems to lay stress on "English" intelligence. Well, we never knew anyone—except some meandering Knight of the Eye-glass and Cane—to hold that brand superior to French, German, United States or any other kind of common sense, and we don't see that it is necessary to be "English" to work successfully in a coal mine or anywhere else.

Then again, there are extensive coal mines in China. A great many of the Chinese employed in British Columbia mines have worked in their own country. We presume gas in a Chinese mine is quite as dangerous as in a Canadian

A Departmental Change and the Result.

At the White House

We have this week moved our dress goods department to the centre of the store where there is plenty of light so that our customers can see what they are buying and when making the change we threw out all the short ends and single dress lengths counting in all some 300 odd d

REMNANTS

Now Make a
Note of This.

On Friday and Saturday of this week all these Remnants will be for sale at prices away below what they cost us.

Remember :
Frid'y and Satur'y

Dress Lengths.

Of pretty Autumnal Stuffs. They are mostly last year's goods, but there is so little change in Dress Goods this season that they are very desirable.

Skirt Lengths.

A splendid chance to get material for two or perhaps three skirts for the price of one. We will lose money on them, but that doesn't count for much. We pocket our losses cheerfully.

And that Important Young Lady the School Girl.

Her dresses are quite an item, especially in autumn when warmth, durability and style are all required. Among these remnants are many pieces that will make excellent school dresses, and as we haven't sufficient to supply quite all of Victoria's school girls we advise the mothers to come early on Friday morning.

Waist Lengths.

Suitable for evening, street and house wear; lovely shades in Cashmeres, Nuns' Veilings, Plaids, etc.

Ends Just Long Enough.

To make dresses for the little ones. Plaids and childish patterns.

Henry Young & Co., - The White House.

VICTORIA THEATRE

Six Nights and Saturday Matinee,

Commencing Monday Oct. 2nd

COL. W. A. THOMPSON'S

Boston Lyric Opera Co

40 PEOPLE 40

REPERTOIRE:
Said Pasha, Martiana, Cavalleria Rusticana and La Belle Helene, Bohemian Girl, Il Trovatore, Princess of Trebizonde, Carmen.

PRICES: 25c, 50c, 75c, \$1.00.
Sale of seats opens at 9 o'clock Thursday morning at Victoria Book and Stationery Store.

A.O.U.W. HALL.

Monday, September 25

Georgie Woodthorpe

Supported by a Company of

Metropolitan Players

In Repertoire.

POPULAR PRICES: 10c. 20c. and 30c.

Reserved Seats at Lombard's Music Store.

Stoddart's

Jewellery Store.

will shortly be removed to premises adjoining Nicholles & Reaout's Hardware Store.

Eight Day Striking Clocks \$3.00

Every Article Reduced to

Gleaming Sale Prices. . .

B. C. Year Book

1897

By R. E. GOSNELL

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WHEN WRAP SUPPLIED.

This book contains very complete historical, political, statistical, agricultural, mining and general information of British Columbia. Thoroughly illustrated.

THE COLONIST P. & P. CO., LTD

VICTORIA, B.C.

Window Muslins, Window Lace, Lattices, Pillbox Muslins, and all the latest novelties in Bedroom Draperies. Weller Brothers.

SMOKE

WILLS'S



Beware of Canadian Imitations.

ESQUIMALT & NANAIMO RAILWAY.

Cowichan Agricultural Exhibition

AT... DUNCANS

Friday and Saturday, Sept. 29, 30.

Fare on Saturday \$1

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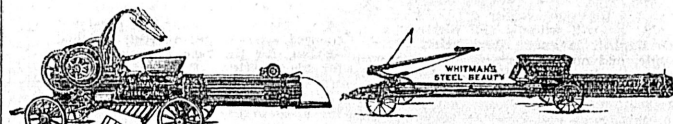
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